

First test!

Noguchi Yamaha 250 Monoshocker

CYCLE NEWS[®]

WEST

Volume XI : Number 19 : May 21, 1974 **50¢**

Ultra trick 1974 motocross GP bikes
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Wide open western enduro championship



NEWSPAPER

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THE LATEST POOP

BY PAPA WEALEY

AMAZING: Lately we've had two Honda test bikes with leaky fork seals! While they would have been covered under warranty if they had been consumer-owned, it seems unusual that two should show up with blowable seals right after one another. Most of the time guys with different make bikes are sticking Honda seals in their forks to stop leaking...

The CMC road race May 5 could have used a bit more practice time.

The AMA, meeting in Columbus, Ohio May 8 and 9, decided to homologate as few as 25 copies of motorcycles for pro racing. This moved Kawasaki to announce that they will have a four-stroke dirt tracker available this season and Harley-Davidson plans to premiere their V-4, 700cc four stroke at Daytona. Also, AMA voted to let promoters charge riders \$4 and mechanics \$2 admission at the back gate, except at Nationals, regionals and minimum purse events.

Mammoth Mountain Motocross, originally advertised for June 22-23, has been slid to the weekend of June 29-30.

Belgian Suzuki teamster Sylvain Geboers didn't even make it to the Czech border. He was rushed to the hospital in Germany with possible appendicitis.

Last month Don and Leeanne Spaulding set a transcontinental record for sidecar outfits: L.A. to New York in 57 hours, 25 minutes. The rig was a Centaur hardtop fitted to a Honda 750 with Lockhart oil cooler and Azusa dual row chain. They left the seat out of the sidecar so the relief driver could sack out on the floor — a comfortable six and a half foot stretch.

The June 8 AMA National at Louisville downs is already sold out! Other horse track operators should give that tidbit some thought. Seats are still available for the San Jose Mile May 19.

Hang Ten and Trippe Cox will once again do the U.S. Motocross Grand Prix at Carlsbad, California. Scheduled for July 14, the event is the eighth round of the 500cc World Championship.

This year, purses and contingencies for the AMA National Championship circuit have topped \$1,000,000. That's a million dollar professional tour, for you guys who have trouble reading strings of zeroes. P.G.A., look out!

Rumor says that the Greenhorn 500 mile enduro will start at John Muir High School in Pasadena and the Saturday noon break will be at Cajon Pass. Now to get to Cajon Pass from Pasadena requires some bitchin mountain riding and I sure hope the rumor is true..

Want to learn how to trail ride right? Chuck Minert, better known as Feets, is

teaching a class in Basic Trail Riding Techniques at Saddleback Park on five Saturdays through the month of June. Lesson for the day is \$15 and you can sign up by mail to Chuck Minert, Box 3371, Whittier, California 90605.

Motocross World Champion Hakan Andersson missed the Italian 250 GP due to a broken wrist induced by Russian Pavel Rulev in Spain. Hakan then crashed in practice for the Czech 250 GP and, while lying on the ground, was hit by CZ rider Miroslav Halm. He went directly back to Belgium to be treated for back injuries. So much for Swedish neutrality.

Dave Aldana broke his wrist in that Ascot crash last week and will be out of action at least three months, doctors say.

The ATA will not host the opening SoCal round of the AMA Trials Championship series, due to a rule dispute. An ATA member club may try to salvage the June 22 event.

Last week the comparison test between the Honda CB550 and the Yamaha TX500A said that the Yamaha worked well above 60 MPH on twisty turny roads. That was a typographical error. It should have been 80 MPH.

Maybe former Cycle Newsist Dave Schoonmaker sold out to a monthly slick, *Dirt Rider Magazine*, but that is no excuse for ripping off his new Peton/KTM 250 which is what happened at the Trask Mtn. ISDT Qualifier. The frame number is 54-40170831; engine number is 4-5402695. If you see any 1974 Pentons popping up in unexpected places, especially around Oregon or Washington, check it out. It might be Dave's. If it's returned, no questions asked. If it isn't, the thief can expect to be drawn and quartered slowly and painfully if he's found. New Penton enduros aren't cheap to purchase.

The 80 member National Advisory Board to the Bureau of Land Management will be out from Washington, D.C. next weekend, and will visit the Desert Foxes' D-37 Fourth Annual Fox Hunt Hare Scrambles. Jay Ganong of the Desert Foxes sees this as a great opportunity for desert racers to work "within the system" to let their gripes with BLM policies be known. He and his club request that all racers at the event do their best to create a positive atmosphere.

GASSIN' IT. Look for new gas-damped shock absorbers from Telesco and Girling. Bilstein has had theirs out for a couple of years and everybody else will probably have to use the gas-oil combination to stay competitive. Gas also turns out to be expensive.

Jim Fishback is scheduled to ride the Ambush 300 on a Husqvarna with A.C. Bakken.

About 700 bikers were down in Ensenada a few weeks back to ride the CRC's Gringo 100 enduro. There were no serious hassles and none of them ended up in jail. An equal number of yachting types were in Ensenada for the traditional Cinco de Mayo boat race last weekend and about 200 of them were arrested for being drunk and disorderly. Those boaters must sure be a rasty bunch. They better watch out for their image.

Heikki Mikkola won another Grand Prix for Husqvarna: the French 500 round of the World Championship at Gailfontaine. Roger DeCoster was second in both motos and second overall. American Brad Lackey got a tenth and an eighth in the two 45-minute legs, earning four GP points. Complete report next week.

We still need Washington road race writers and photographers. We would like to see some stuff from the Cloverdale, B.C. indoor races, too. We pay money for contributions we use. Write for info.

California Governor Ronald Reagan has taken a strong stand against mandatory helmet laws in his state in spite of pressure from the National Highway Traffic Safety Administration and the California Traffic Safety Foundation. If you agree with the governor, it might be a good idea to drop him a line offering your support of his stand. Write Governor Ronald Reagan, State Capitol, Sacramento, CA. 95814.

The infamous California Green Stickie Registration program is catching on. Both Delaware and Arizona are now considering similar programs to register and control off-road vehicles.

Political watchers in Washington, Oregon, California, Idaho, Nevada, Arizona, Utah, Wyoming, and Montana should clue us in on good checkpoints from their area for our political enduro. Send suggestions for checkpoints to Cycle News, Department John Ulrich, Box 498, Long Beach, CA. 90801.

We've got a neat little electronic odometer put out by Applied Design Inc. Watch for a product evaluation soon.

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ON THE COVER: Enduring the Black Hills National Enduro. Ron Schneiders Photo.

CYCLE NEWS

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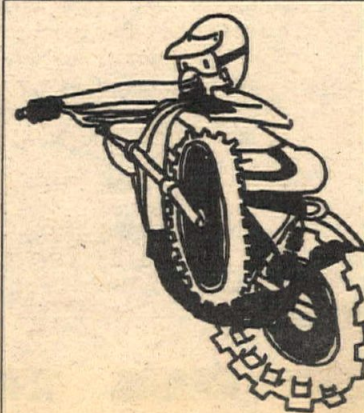
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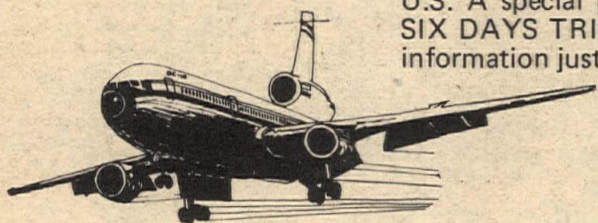
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Talladega Road Race

Talladega, Alabama
September 1st, 1974

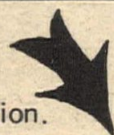
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Arrive Ancona (Camerino)	Sept. 8th	Sept. 4th	Sept. 5th
Depart Frankfurt	Sept. 21st	Sept. 16th	Sept. 19th
Arrive	Sept. 21st	Sept. 16th	Sept. 19th

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Ontario Road Race

Ontario, California
October 6th, 1974

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Mike Hannon's 999 tops National Championship Enduro

By Ron Schneiders

STRADDLELINE PARK, WA.,
MAY 11-12

Today was Mother's Day for some, but for the West's top enduro riders, it was Black Hills Day, AMA Regional Championship Round Number Three. By the end of the day, there was a reluctant new contender for the regional title, Mike Hannon, and Bultaco had scored another major victory.

But on Saturday, before the event, many of the top riders who had drifted into the Capitol State Forest in Washington were having second thoughts about the wisdom of traveling 2,000 miles or more to ride an event put on by an unknown club. Their fears were partly justified: Several things didn't go quite right. But Washington is different from California. Everyone here was cool and relaxed, even the riders who had much at stake. Things that might have caused screaming, yelling, and protests filed in triplicate had they happened in more uptight areas were solved amicably, and by 6 p.m. Sunday all the scoring was done, the winner had received a gigantic trophy and a half gallon of champagne, and most riders were at least moderately happy.

The course

The course was everyone's first concern, both organizers and competitors. No club ever wants bottlenecks, but they are particularly bad in a championship run. On the other hand, a too-easy run would be almost as bad. The Black Hills Dirt Riders managed that problem well. A long, muddy hill, right at the start, almost unnoticed by the better riders, sorted out the "squids" minutes after the start, before they could block any tight trail. Probably a dozen potential "bottlenecks" got sideways in the mud, lost traction, went off the road, fell down, and generally defused themselves.

The remaining riders had a reasonably easy time for 25 miles or so, if you are willing to discount intermittent rain, a bit of hail, and some snow. The terrain in that section was mostly fire road.

After that, it toughened up considerably, becoming mostly single-track, very muddy trails for the remaining 82 miles. Although there were only four actual stream crossing of any consequence (more than a foot deep), there were innumerable deep mud puddles waiting to trap brash or careless riders.

Several of the checks (there were six altogether) were naively placed in fairly open surroundings. The club layout people didn't realize how adept the better riders become at "spotting" checks far enough in advance to adjust their times accordingly. But spotting the tie-breaker didn't help. It was at the top of a long, very steep, clay-mud hill. Many riders resolved ties by minutes rather than seconds on that hill!

The most challenging section of the day was the very last, a power line trail that was virtually identical to some in Al Eames' Berkshires, even down to thin mud-covered rocky trail which the New Englanders call "bony" and causes whiplash, heart failure, and frame breakage to those with too much tire pressure or too rash judgment.

At the end of this run Olympia, Washington, Expert rider Harvey Poe felt there had been "too much road" but most riders felt the course was a very good one. The feeling about checks, particularly time and distance measurement, was not so unanimous. Quite a number of riders felt that the distances were not only somewhat inaccurate, but were also inconsistent. An unconventional odometer check system didn't help matters any. After a lot of post-run discussion, the club agreed to drop Check Number three without the formality of a written protest. A glance at the scores showed far too many riders early at that one. Then the club decided, for



You can pretty well bet he isn't giving it a benediction. Maybe getting ready to dive in?

Nothing ruins a fun enduro like wet feet. How gooshy!



unannounced reasons, to also drop Check Number two, a known gas check at which some questionable procedures were employed.

The winner

After the problems were ironed out, the scores were posted and a few new problems came up. A couple of errors were made in transferring the scores from the master sheet to the posted sheet. Eventually, though, Mike Hannon was declared the Overall winner with a score of 999.

Mike, the tall, dark-haired impresario of Bultaco Services in Silverado, California (He replaced Tom Patton, who was kicked upstairs to the main Bultaco operation in Virginia), managed to carry his team with him. His other two team members were Bob Steffan, who crashed and hurt his hand early in the run and finished down somewhat on points, and Jerry Hoffer, who also finished out of the money.

Bultaco's most serious competition for the trade team trophy was eliminated before the event. Husky's team, led by Ben Bower, was forced to use a "B" rider when one member was unable to get to Washington. Pacific Performance had a similar problem. Hawley Slayton won his class, but teammate Jim Sparkes is still recuperating from an injury suffered at the Shamrock ISDT.

The Black Hills club awarded two additional team trophies, one to an AMA club team, the Mt. Baker M.C., and one to an "independent" team, which went to the Auburn Motor Sports sponsored team (Yes, it sounds like a

Mike Hannon (left) and Ben Bower further dilute the mud after it's all over.



trade team to me, too, but it's their trophy.)

The Championship

In this third championship round, the big questions, of course, concern the contests for the National and Regional titles. The National Championship question is easy. There's no effect on because, to date, no Western rider has piled up enough points to be considered a serious national threat.

The Western Regional Championship, however, is really starting to get interesting with three riders virtually tied for first place. Cosby Chestnut, with a first in the 49er enduro and sixth today (second 250A), appears to have 36 points. Then there is Hawley Slayton, a Nevada, Penton rider, who collected a third today (first 250A), along with a fifth and an eighth for 35 points total. Bob Keys has a third, a fifth, and got a sixth (fourth Open A) today for 38 points.

Within striking distance are several other riders, including Mike Hannon, today's Overall winner, and Jay Tullis, winner of the Red Garter, both of whom now have 30 points toward the championship. Ben Bower, with a fourth today to add to a 49er second, and appears to have about 32 points.

The points listed are only approximate because the AMA rule book is not quite clear on certain scoring procedures. Clarification from Westerville will undoubtedly be along shortly. Meanwhile, the question remains: Who's going to be big winner at the Greenhorn, which pays 60 points?

In spite of small difficulties, it was very apparent that the riders like this event very much. It's nice country. If you want to know what it looks like, watch the Olympia beer commercials from Tumwater which is right down the road. It's the water that makes the difference, in enduros as well as beer. The friendliness and cooperation of the club people was impressive and, apart from those areas I've mentioned, their organization was excellent, as well.

As an instance, for rescue work, they had arranged for three para-medics to be stationed around the course, had all the checks connected by radio and had a link to the neighborhood Air Force base for air evacuation, if such became necessary. Fortunately, it didn't.

Next year, the club is thinking about holding a two day qualifier as well as a championship enduro. When the word gets out, they may have to cope with several times the 140 entries they had this weekend.

Results

125A CLASS: 1. Herb Feulner 972. 2. Joe Wixon 695.
125 B CLASS: 1. Ron Bowers 963. 2. Bob Krisstofferson 948.
200 B CLASS: 1. Jack Comnack 993. 2. Ron Hatten 965. 3. Gary Condotta 963.
250 A CLASS: 1. Hawley Slayton (Pen) 995. 2. Cosby Chestnut (Hus) 991. 3. Ron Foster 984.
250 B CLASS: 1. Allen Badglery 983. 2. Jim Laso 978. 3. Phil Christian 976. 4. Walt Fulton 973.
OPEN A CLASS: 1. Mike Hannon (Bul) 999. 2. Ron Fawcett 997. 3. Ben Bower (Hus) 994. 4. Bob Keys (Yam) 988.
OPEN B CLASS: 1. Lyle Duronso 983. 2. Ronald Dawley 983. 3. John Francis 974.
TEAM AWARDS
CLUB: 1. Mt. Baker M.C., Bellingham, Wa.
TRADE: 1. Bultaco American Moto.
INDEPENDENT: 1. Auburn Moto Sports.

Bast blasts to eight straight speedway wins

Story & Photos by Dennis Greene

Ventura, California
Tuesday, May 7

With the opening of 3 more speedway tracks this week the season is in full swing. Cal Expo., in Sacramento (Friday night),

Orange County International Raceway (Wednesday night) and Ventura at the Ventura Fairgrounds on (Tuesday night) all opened their doors for the start of the 1974 season. OCIR is playing host to all Second and Third Division riders, something the sport needs this year. The number one complaint of all the Division Two and Three riders is that they don't get enough rides to get good enough to enter the First Division. OCIR is giving them the chance they want, and this is a good place to watch where the new talent will be coming from. Opening night was all Bob Ross; he won both Mains and gave a first-rate performance at the same time. Speedway fans, this is one show that you should not overlook.

International Speedway promotions are again hosts at the Ventura Fairgrounds every Tuesday night with a full show of First Division riders along with Division Two and Three competitors. Opening night was outstanding. A near-turnaway crowd was on hand to see Mike Bast stretch out in the early laps of the Scratch Main event for the win over Sonny Nutter,

Bill Cody and Larry Shaw. The win for Bast ran his unbeaten streak to five nights running.

Nelson Fonte is a new rider this year and had not been heard of until a month ago when he came out for the qualifying rounds and scored enough points to earn a dual license. He has lost no time letting everyone know that he digs the sport and is here to stay. Nelson held off the rushes of both the Bast boys to win his first-ever speedway race in the Handicap Main.

The night had just one black note when Kirk Alexander blew a tire on the back straight and tried to complete the turn, went into a wheelstand and did not get off the bike before it hit the cement wall. He was taken to the hospital with a badly broken left leg and the word is that he will be out for several months. This is possibly the worst injury ever in recent U.S. speedway.

**Bakersfield, California
Wednesday, May 8**

Six in a row for Mike Bast! Whether it is Costa Mesa, Irwindale, Bakersfield or Ventura, Mike Bast is the guy you must beat to win a Scratch Main event.

He keeps on proving it night after night. Mike has only missed three times so far this season and all three losses were to Bill Cody. This past Wednesday night it was Steve Nutter, Mike Curoso and Wild Bill Cody trying to get the National Speedway Champion in the Scratch Main but he lived up to his motto "they shall not pass."

Yet another name has been added to the Bakersfield Handicap winners column. Guy Waterson, from the 20-yard line, got the jump on Larry Moon and with pressure put on by Dan Becker, he stayed out in front of him and Mike Bast and the rest of the field for the win.

New names seem to be the game at Bakersfield, so why not in Division Two? Steve Hein (number 312 for those of you keeping a score card) ran away with the Main event as the five other guys who had been racing for a year or more just asked, "Who was that?"

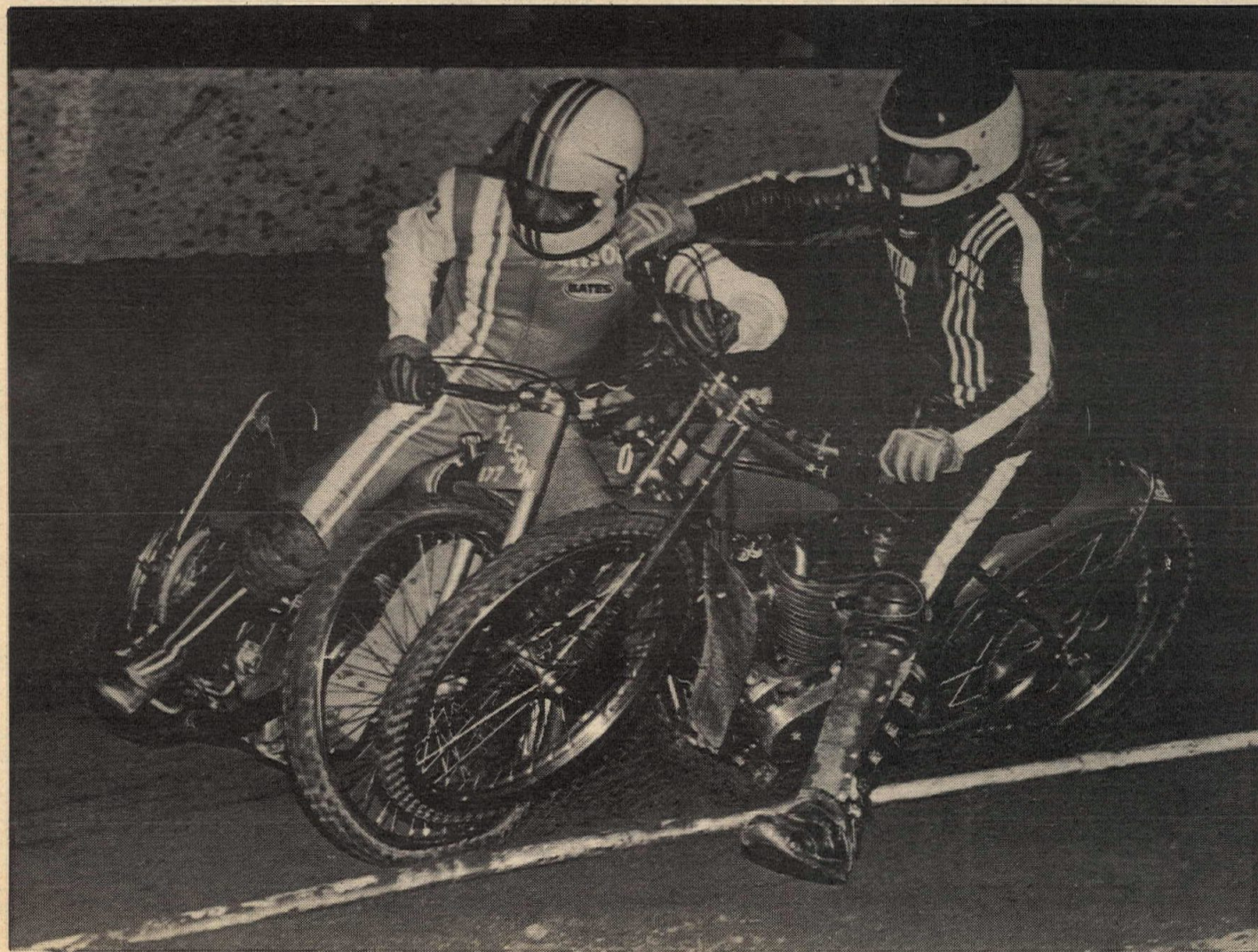
Most of you at one time or another have seen on the road a hitchhiker with a big dog or a surf board or something, and you have said to yourself, "Who is going to give him a ride with all that junk?" This is what Rick Smith was faced with when his truck broke down in the mountains on the way to Bakersfield. He unloaded all his race gear and the bike and stuck out his thumb. He got there with time to spare.

**Irwindale, California
Thursday, May 9**

Would you believe seven straight? Yep, Mike Bast did it again in the Scratch Main event at Irwindale Thursday night. Sonny Nutter, Mike Curoso and Mike Konle added their names to the list of riders unable to break the Bast streak.

Big Mike Konle made a push from the 30-yard line in the Handicap Main

Nelson Fonte forces Dave Simes all the way to the inside. Neither appears too happy about the situation.



Reigning U.S. Speedway Champ Mike Bast

that carried him to the lead for his first big money win of the season. The Main had a tense moment when Larry Moon lost it in turn three, hitting the crash wall just behind the downed Troy McKee. It looked as if the bike had hit Troy, but this was not the case. It did land on Larry, but he managed to get into the restart, only to have the motor go sour.

**Costa Mesa, California
Friday, May 10**

Eight straight for your National Speedway Champion, Mike Bast as he rounded out the week just as he started back on Tuesday by winning the Scratch Main event. Mike missed his chance to get in the Handicap Main event in his first race when he went into a turn too hard and fell on the wet surface.

Jeff Sexton, the 19-year-old rider that I have been telling you to keep an eye on, did the job Friday night in the Handicap Main at Costa Mesa. Sexton started on the 30-yard line with all the rest of the field ahead of him except for Dan Becker on the 50. Jeff moved past the slower riders with style and speed as Dan stayed on his tail all the way. Jeff stayed cool as Dan pushed on the outside doing a giant wheelie. Dan got it back under control, but he could not take the glory away from Jeff, who finished two bike lengths ahead of Dan.

Sonny Nutter had a record going for him that is to be envied. In the last seven match races he has been victorious. This has been at all the tracks, and for the third week in a row he came out as King in Feature Match racing at Costa Mesa. Nutter was to meet Steve Bast, but an injury's to Steve's leg kept him out. Mike Curoso filled in for Steve but like all the others he fell to the King of match racing, Sonny Nutter.

More bad luck was to come Mike's way later when he tangled with Big

395 Cycle Park High School Band Benefit MX

By Rex William Reese
& CFS Photography

ADELANTO, CAL., APR. 28

About 400 onlookers watched today's races sponsored by the Desert Phantoms Motorcycle Club of George Air Force Base, whose numbers donated their time and effort. Don England, owner of 395 Cycle Park, donated the track; the Huntington Racing Association provided the emergency first-aid unit and personnel all in order that proceeds could go directly to the Jack Rabbits Band of the Victor Valley Senior High School to help pay for their summer trip to Brussels, Belgium.

The track set up was better than average 395 fare, with real effort placed in the traction department. Nevertheless, as the day wore on, and despite a repeated pass with the water truck, conditions degenerated some and dust came out. The 3/4 mile track was well put together, except one spot where the track ran by a big pile of junk tires, steel and wood. If a rider fell off into the pile, it would have been Band-Aid City for sure.

Earlier that day, during the riders meeting prior to the race, it was noted that over 110 riders had showed up, with 400 spectators. During the meeting, the 395 track officials gave their standard talk, emphasising good sportsmanship and fun; and also threatening to hang anybody they felt was cherry picking.

There were a million guys in the 125 class, so it was divided into two divisions. In the first division, Herb Carbaugh (Hon) managed to hold off the rest of the pack. He was followed by Dan Dittman (Suz) and Gary Praster (Hon). In the second 125 division, desert MX wunderkind, Butch Wade (Hon), just blew everybody away with a grand slam winning ride. He was followed by Johnny Greenway (Hon) and Richard Boten (Suz).

Brian Summers (CZ) led the 250 second division first moto for a lap or two, seemed to be holding on, but he fell down and lost it forever to Butch Wade, who after blowing everybody away in the 125s, came back on a KX250 to do some more huffing and puffing. In the second moto, Butch was running away from everybody, until he crashed with another rider. Butch then started blasting everybody into the weeds without even looking back! He worked his way back into the lead and won it! Butch also cleaned the last moto.

After the half time show by the band, things started to roll again. The Open class was completely swept by Paul Knarb, 1-2-3 on his CZ. Completing the Commie bike clean up was Tom Lathrop (CZ) and Craig Fowler (CZ).

Von Peterson (CZ) was on his way to a grand slam in the Expert class in the first two motos. In the last moto, Randy Scott (Mai) put it on him, spoiling Von's otherwise good day. Von netted first Overall anyhow, despite Scott's charge.

After it was all over, it was trophy time for the winners, complete with trophy tootsies to do the give away honors. The school band made about a thousand dollars out of this event: one more step to that trip to Belgium. Now, lessee, here...that means only 29 thousand left to go...

Results in Results Section.



ry Scratch Main event this week on the SoCal speedway circuit.

Mike Konle and went into the wall, totalling out his bike. Mike got out without a scratch but his bike was just so much scrap metal.

Results in Results Section.

Ken Cartee, Brian Short, and Troy McKee put on race faces around the Bakersfield oval.



Mike Rooney wins second straight Scratch Main

By "Sneaky"

SACRAMENTO, CAL., MAY 10

For the second time in as many weeks, Sacramento's Mike Rooney



Mike Rooney took his second Scratch Main in two weeks at Sacramento. Glenn Artinian Photo.

won the Scratch Main. Mike was first out of the gate and never looked back as Norm Denny and Alan Christian (in order) followed him. Ron Smalley watched the finish from the infield after a spill on the first lap.

Frank Cook has to be permanent Division One material after winning his first Handicap Main. Starting from the zero yard line, Frank won every Handicap event he rode. Second went to Mark Eckles from the ten and third to 40 yarder Mike Rooney.

Reno's John Cunningham, the SRA (North) high point rider for 1973, made his first appearance of the young season (two weeks gone) and failed to earn a transfer spot in his heat race rides. John had not ridden on the new track before tonight.

George Carter won the Div. Two Main with Jerry Bowers second. After two weeks, they each have a first and second in Division Two Main events. George was moved 10 yards (to the 20) and Jerry 20 yards (from the zero) after one week of racing.

Results in Results Section.

If you aren't qualified, don't apply



Billy Payne (Mai) stuffs it inside John Dallaire (Hon) as Bryar Holcomb (Bul) looks for a line inside them both.

By Dale Brown

MOORPARK, CAL., MAY 12

Marty Smith, Pierre Karsmakers, and Ken Zahrt smoked their respective classes at the AMA Qualifier held at Valley Cycle Park

in California.

Most of the factory riders competed on their practice bikes. Ken Zahrt was telling everyone that the Bultaco 360 he was riding was stone stock. Nobody believed him. It probably really was.

The track itself had a new section added. Almost to the top of the hill, the riders cut back down into a ravine, then turned uphill and traversed across the slope to meet the usual course. After practice, comments ranged from "Bitchin'" to "Outasight."

125 Class

It was widely anticipated that Marty Smith on his factory Honda was going to run away with the show. It was a surprise when Tim Lunde (Hon) was the early leader, with Smith coming around in about fifth. It took Smith two laps to move into second and another two to get past Lunde. For the remainder of the 20-minute moto, he put distance between himself and the rest of the pack. Honda teammates Gaylon Mosier and Chuck Bower were having a scrap for third. Gaylon emerged the victor. Bill Keese (Bul) finished fifth.

Lunde got the hole shot again in the second moto and held the lead for four laps before turning it over to guess who?

If you guessed Marty Smith, you're right. Lunde was now engaged in trying to keep Mosier in back of him. Jim Hale (Pen) was pressuring Chuck Bower. Hale passed Bower at the midpoint, but it wasn't until the white flag lap that Mosier went outside in a turn, careened violently off the berm and emerged ahead of Lunde.

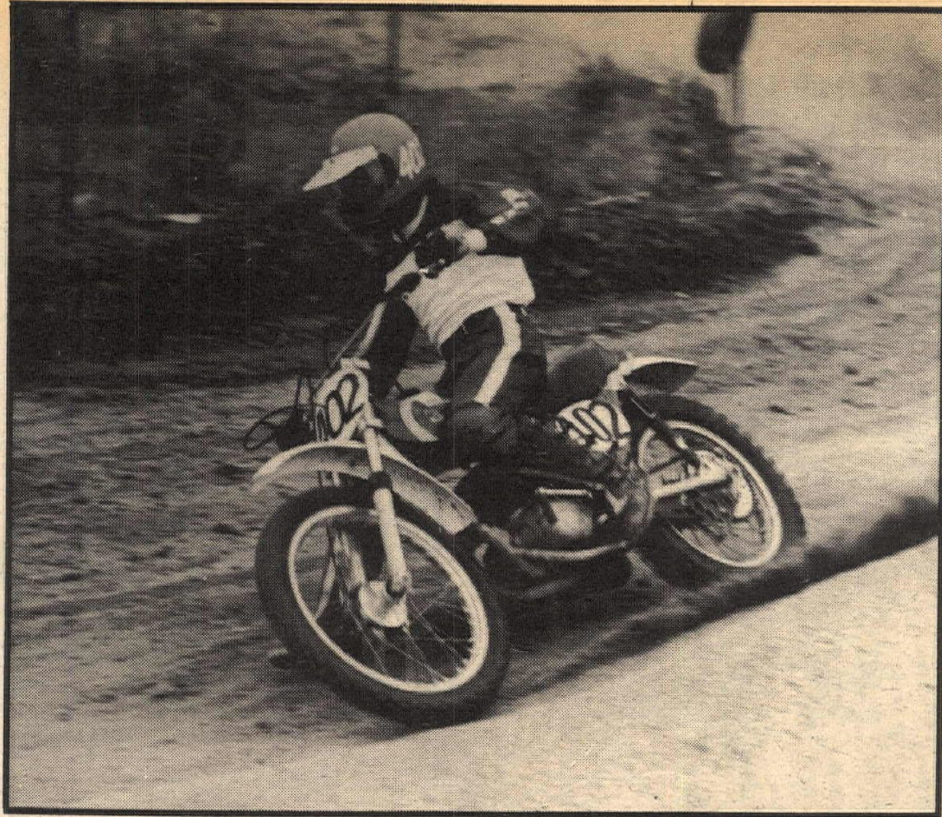
Smith took the overall win, followed by Mosier, Lunde, Bower, Keese and Hale.

250 Class

It didn't look like Pierre Karsmakers' day. Billy Payne (Mai) and Bryar Holcomb (Bul) were out in front after the start with Karsmakers (Yam) and Rex Staten (Hon) back in the middle of the pack. Payne began to stretch his lead over Holcomb as Karsmakers and Staten began the arduous game of catch-up. By the tenth lap, they were occupying third and fourth. Rex was riding a Honda Elsinore practice bike and Pierre was mounted on a year-old Yamaha monoshocker. Both were still going ungodly fast. A few laps later, they were past Holcomb. Pierre moved to within eyeball range of Payne, but there wasn't enough time left. Holcomb was in fourth and being pressured by Bill Grossi (Hon), who had followed

Marty Smith (Hon) didn't surprise anybody by winning the 125 class.





Kenny Zahrt being rapid on his "stock" 360 Bultaco.



Pierre Karmakers might just qualify for the Inter-Am series.



Mitch Mayes demonstrated Husky front wheel landing technique, ended up sixth overall.

Pierre and Rex on their ride. Bryar held off the Honda pilot, where there wasn't any room for error and he didn't make one.

Grossi took up position on Payne's rear fender as the second moto got underway. Payne won the AMA Qualifier at Carnegie Park last week and people were expecting a repeat. Almost. But Billy dumped the bike in the rough stuff at the top of the hill and fell out of the top ten.

Grossi picked up the lead with Richard Grafton (Hus) in second. Karmakers and Staten were neither far behind or far apart (so what else is new?).

Holcomb had been involved in a first turn scuffle and was making up the lost time in a brilliant display of speed. Staten was preparing to swoop the Dutchman when he lost it. To add injury to insult, the chain came off a lap later, dropping him to tenth. Grossi continued in the lead, Karmakers motored around in second with the Overall victory well in hand. Bryar Holcomb finally passed Grafton to take third.

Karmakers got the overall win, followed by Grossi, Holcomb, Payne and Arizona's Chuck Lampe (Mai). Lampe parlayed a fifth and a sixth into fourth overall. Staten finished sixth.

500 Class

Kenny Zahrt returned to California with a National Motocross victory in his pocket. He'll head back east next week with an AMA Qualifier victory added in.

Jim West (Hus) took the early lead, followed by Zahrt. A few laps later, Ken was in the lead. He just gassed it over the bumps and let the bike hop beneath him. Smooth.

Mike Yorba (Mai) worked his way up to third, quite a distance behind the leaders. Mark Rodman (Yam) was in fourth, and that's how they finished.

Zahrt didn't waste any time taking the lead in the second moto as he out-pulled West's Husky up the hill. Wayne Boyer, on a GP CZ, was in third, followed by Luke Messer.

Mitch Mayes (Hus) was putting desert experience to good use, going faster than almost anyone else on the downhill, and occupying fifth. Jim O'Neal (Mai) and Al May (Mai) were playing you-pass-me-I'll-pass-you, putting on a good show for the fans until O'Neal retired with mechanical ills.

Zahrt took the flag, the overall win and goodly sum of cash. West followed him in for second Overall. Messer pulled even with Boyer in several turns on the last lap, but Wayne held him off for third. Boyer was third overall, with Mayes, Messer, and Mayes behind him in overall ranking.

Results

125: 1. Marty Smith (Hon), 1-2; 2. Gaylon Mosier (Hon) 3-2; 3. Tim Lunde (Hon) 2-3; 4. Chuck Bower (Hon) 4-5; 5. Bill Keese (Bul) 5-6; 6. Jim Hale (Pen) 8-4; 7. Vincent Clark (Suz) 7-8; 8. John Grossini (9-7); 9. Richard Sheren (Hon) 6-11.

250: 1. Pierre Karmakers (Yam) 2-2; 2. Bill Gross (Hon) 5-1; 3. Bryar Holcomb (Bul) 4-3; 4. Bill Payne (Mai) 1-6; 5. Chuck Lampe (Mai) 6-5; 6. Rex Staten (Hon) 3-10; 7. Rick Salmon (Mai) 8-7; 8. Richard Grafton (Hus) 14-4; 9. Morris Malone (Mai) 10-8; 10. Chuck Lunde (Mon) 7-12; 11. Jeff Vidic (Mai) 7-12; 12. Steve Bebeck (Pen) 13-11; 13. Bruce Baron (Yam) 17-9; 14. Jeff Harriott 16-15; 15. John Derhammer (Yam) 11-21.

500: 1. Ken Zahrt (Bul) 1-1; 2. Jim West (Hus) 2-2; 3. Wayne Boyer (CZ) 7-3; 4. Mitch Mayes (Hus) 5-5; 5. Luke Messer (Mai) 8-4; 6. Al May (Mai) 11-7; 7. Tony Lanzarone (Mai) 11-7; 8. Gene Martin (Mai) 9-15; 9. Andy Baines (Mai) 14-11; 10. Joel Sheddson (Mai) 19-9; 11. Curtis Lessel (Mai) 17-13; 12. Rick Schilling (Mai) 21-12; 13. Mike Yorba (Mai) 3-DNF; 14. Keith Mayberry (Mai) 20-14; 15. Mark Rodman (Yam) 4-DNF.

PENNZOIL RIDER DOMINATES AMA NATIONAL MX SERIES

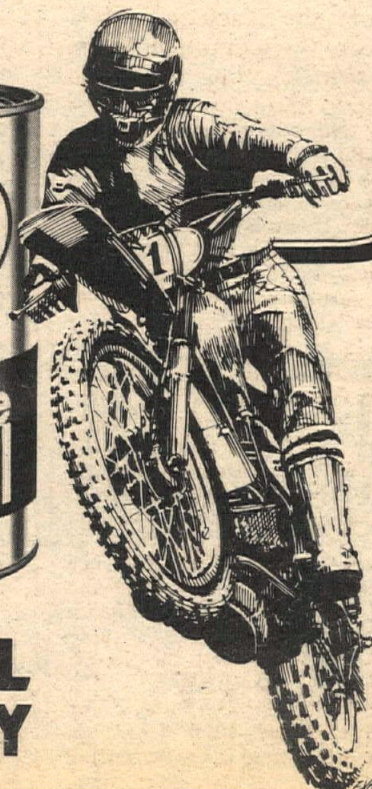


Tony DiStefano, a 17 year old MX star from Morrisville, Pennsylvania, is dominating the 500cc Open Class of the AMA National Motocross Series. In the first four events of the series, Tony has grabbed 2 firsts, a second, and a third to lead all riders in the National Championship points race. His most recent win came at Morgantown, West Virginia, where he ran away from the field. Tony's CZ gets lasting engine protection from Pennzoil 2-Stroke Motorcycle Oil. Pennzoil blends thoroughly, burns clean, and gives excellent throttle response at any rpm. Take a tip from Tony DiStefano, when what you ride is worth caring for, Pennzoil is worth asking for.



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Winchel scores in Red Dots' 'giant motocross'

By Jim Stewart

RANDBURG, CAL., MAY 12
With a great fear of the same infamous Red Dots Annual Mother's Day Hare Scrambles "killer" uphill found last year, the Amateur/Expert class started at 9:00 sharp. The Novices had to wait some 45 minutes for their chance at the hill. The Novices watched the dust from the Amateurs and Experts getting closer and closer, remembering last year when only eight Novices went two full loops, being the only ones not lapped by the Expert leaders.

Into the pits it was Jim Fishback with the lead, with Tom Brooks on his newly acquired 350 Bul running second, (after unloading at the bomb, remounting, going the wrong way), then passing Fishback who had passed him when he was knocked senseless after unloading. Fishback battled it out with Brooks and Kevin Hasten, taking the lead, which he held into the pits.

This lead was to be short lived, as Fishback broke one of his shocks on the even rougher second time around the course. Doug Winchel took advantage of Fishback's, Brooks' and Hasten's bike failures to move into the lead. The only rider to challenge Winchel's Overall win was Jimmy Brown on another Bul temporarily. Jimmy got second Overall, and second 250.

Wayne Cook (250 Hon) was running at twentieth Overall through the pits and moved up to third Overall by the finish, on a Novice-covered second loop by the finish. Bob Rutten (100 Hod) blew everyone's minds by running ninth Overall through the pits, finishing fourth Overall one loop later.

Following Rutten was the first Open bike, piloted by K. McKean (Hus). Next to reach the checkered was newly Husky-sponsored Jim Wotring for fourth 250 Expert at sixth Overall, increasing his point lead over the other 250s. Former heavyweight king Art Knapp (Hus) was next at seventh Overall, second Open. Not bad, considering he was seventeenth through the pits!

Andy Karker (Yam) did a little passing himself on the second loop to move from fifteenth Overall to eighth by the finish, but more important to Andy, (looking for Number One in this class), first 175 Expert. Following in Andy's tracks was the first Open Amateur A. May (Hus), who had picked up several first Open Amateur finishes this year so far, and if he had been an Expert he would have been third. He improved his Overall position a whole bunch on the second loop, passing half of the riders ahead of him.

Bob Romine (Suz) and Nick Nichols' sponsored Dick Harris were next, fourth and fifth Open Expert. Bob only picked up one position on the second loop while Harris picked up seventeen on his reliable Greeves. After several weeks of

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PHOTOGRAPHY BY ROD VAN SCOY

Brushy downhill section was typical of one of the roughest D-37 desert courses seen this season.

trying to work the problems out of his newly sponsored Gringo Benny Padilla finally got it together to finish twentieth Overall, fifth 250 Expert.

D.L. Brewer Jr. (Yam) was next, but better yet, he was second Open Amateur and he had been running twenty-ninth Overall through the pits. A couple of places later, the screaming sound of Bruce Ogilvie's 100 Harley was heard as he pulled in for second trail. Only one rider separated Ogilvie from the first 250 Amateur, Stephen Greenberg (Suz), who had been running first Overall Amateur at twelfth Overall through the gas area. The second 250 Amateur was Tom Bullock (Yam), who last year had picked up one of his transfers towards Amateur in the Red Dots' race and came back this year to get one towards Expert.

Three 100s were in the top twenty-two Overall at the finish, giving you some idea on how rough the course was. The third 100 was ridden in by this year's Number One Trail, Larry Roesler (H-D). Not too far behind Roesler, was the second 175 Expert Bruce Kude. And right behind him was the first Amateur in this class, Max Eddy (Yam).

Bob Wadlow (CZ) seems to have the Novice class under control, as he picked up his second in a row Overall-Novice win. Both the first and second Novices were seated on two and halves. Ed Rodine (CZ) was the other. Tim Henry's 175 Yamaha worked hard to keep up with the bigger bore CZs of Wadlow and Rodine; he was first in his class. The first Open-Novice didn't reach the finish until six other Novices had. C. Harris (Hus) didn't care since he got the class win.

Kathy Anglin decided that since she had to go only one loop, she may as well win her Powder Puff class, and that she did.

According to several riders, this was the roughest course so far this year. Missing course markers added to the disappearance of several riders who had been running way up in the front through the pits. As summed up by first Trail Bob Ritten, "It was my kind of course — a giant motocross."

Results in the Results section.



Doug Winchel (2x) looks like he has it in the bag.

If you follow, you can't lead.



"Curse you, Red Baron!"

Jimmy Brown (46, Bul) challenged briefly, took second Overall and second 250.



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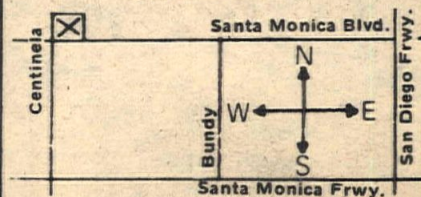
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Hocking heats up the half-miles

By Bob Read

Gardena, Cal., May 10

Rookie Rick Hocking is the fifth rider in six weeks of pro racing at Ascot to capture the fifteen-lap Expert final. The victory was also the first for a Yamaha-powered machine at the Gardena oval this season. Hocking, a privateer, also clocked fast time over Gene Romero, Mert Lawwill and eight other Expert riders who were in the select 22 second bracket.

Then Hocking lost for the only time during the program when he and fellow rookie John Gennai raced it out in the heat race with Gennai winning by bare inches.

The second heat was a near repeat of the first when Tom Rockwood and Romero battled from start to finish with Rockwood wrapping it up on the last lap. The lead changed five times.

The third heat found Lawwill fourth with one lap to go. At that point the previous week's main event winner pulled to the pits and was out for the rest of the night. Ron Moore, always tough in the five-lappers, turned back Tom Horton and Eddie Wirth in another close event.

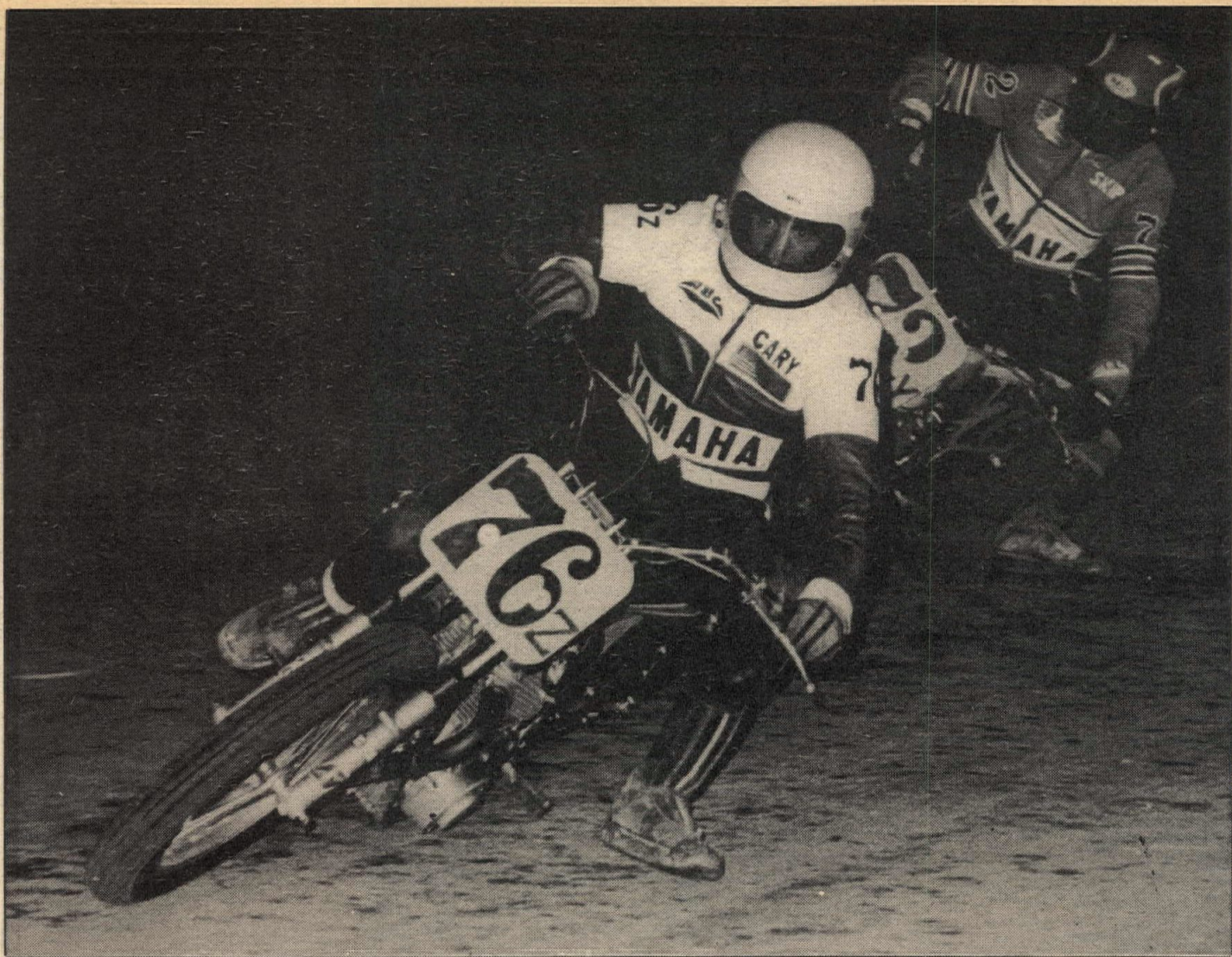
Hocking came on strong for the second time in the Trophy Dash, getting the jump on Romero and Rockwood at the start and holding it to the finish. Paul Conserriere was fourth after turning in his best time trial effort in over two years.

The Expert final found second-year Expert Tom Horton putting on his best ride in an attempt to win for the first time. Horton held off Moore and Hocking for the first ten laps.

Hocking moved to second over Moore at the end of seven laps, then powered past Horton for the lead on lap 10. Romero, sixth at the end of the first two laps, rode the outside groove up to third place by lap 10.

Then it was a Horton-Romero duel to the finish for second place with Horton losing the spot three times to the veteran before coming back and taking second away from Romero for the second straight week by less than a foot at the finish line.

Ascot also came up with a new first-time winner in the Junior class as Triumph mounted Alex Jorgenson of



Gary Tonda (Yam) got wide-eyed and won the Junior Main at South Bay, beating Skip Aksland.

Stockton put together his best ride yet and won a wire-to-wire victory in the 10 lap yellow plate final over point leader Skip Aksland.

Jorgy, Aksland, John Allison and Bruce Hanlon were all heat race winners. In the Hanlon heat, Gary Bevans went down hard, starting a four rider chain-reaction spill on the north turn. Three of the four riders were able to return for the restart.

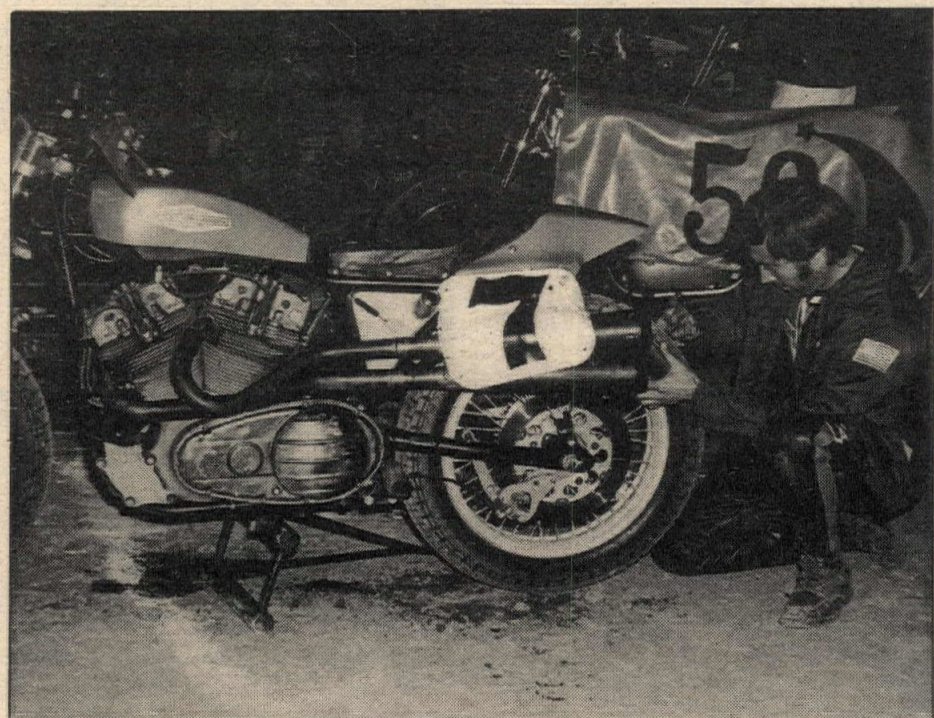
Elbert Turner had his Novice main event win streak stopped at three. Turner was chasing leader Dan McWhorter in the final when he hit the south turn too hot and crashed. McWhorter, the point leader after six weeks of racing, went on to score his second main event win of the year.

Friday night's race was the final tuneup for this coming Friday night's AMA Regional half-mile at Ascot which will post the largest non-national purse of the season. ND Sparkplug Company and Cycle News are offering contingency money.

Results

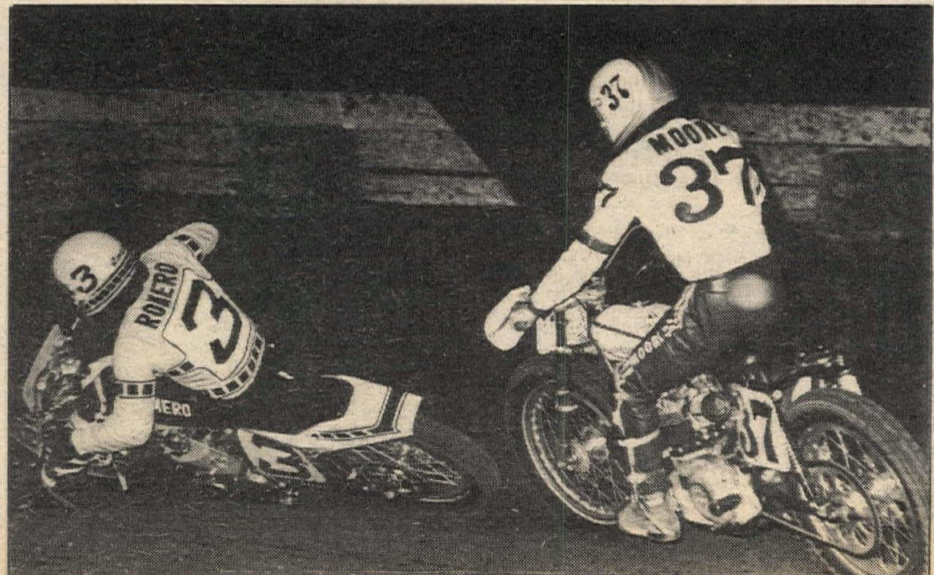
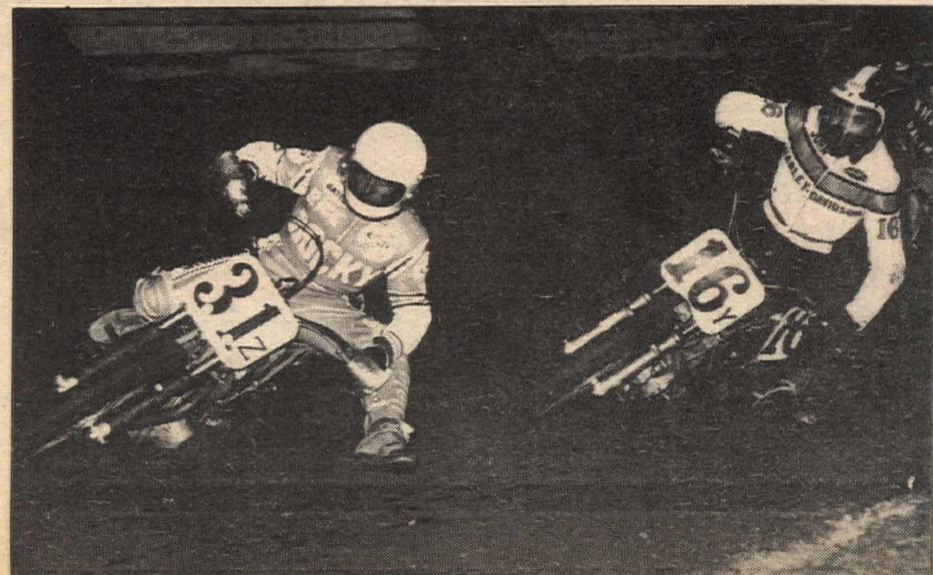
EX FINAL: 1. Rick Hocking (Yam). 2. Tom Horton (Yam). 3. Gene Romero (Yam). 4. John Gennai (H-D). 5. Ron Moore (Tri). 6. Tom Rockwood (Tri). 7. Eddie Wirth (Tri). 8. Tom White (Tri). 9. Pat McCaul (Yam). 10. John Hateley (Yam).

Mert Lawwill always seems to have the fastest, lightest best-handling Harley-Davidson on the ovals.



Ron Moore lifts up his Triumph as Gene Romero lays down his Yamaha.

The Hocking - Gennai Thing - the beat goes on. Hocking's turn this time, but Gennai won the heat.



JR FINAL: 1. Alex Jorgensen (Tri). 2. Skip Aksland (Yam). 3. Bruce Hanlon (H-D). 4. John Allison (Yam). 5. Tom Berry (Yam). 6. Mike Myers (Nor). 7. Denny Robinson (Yam). 8. Walt Foster (Tri).

NOV FINAL: 1. Dan McWhorter (Yam). 2. Doug Garrison (Yam). 3. Steve Eklund (Yam). 4. Murray Hoffman (Yam). 5. Brian Garcia (Yam). 6. Doug Hannon (Bul). 7. Brent Knauer (Yam). 8. Eric Gifford (Yam). 9. Scott Pearson (Kaw). 10. Elbert Turner (Yam).

San Diego, Calif. May 11

The South Bay Speedway professional half-mile race was a Rick Hocking show from start to finish, with one exception.

For this first time this season the race was slated to pit the nation's top three Juniors against each other on the half-mile. Hank Scott came in unannounced from Hixon, Tennessee. John Gennai was there and Rick Hocking was ready and waiting.

Scott, younger brother of Gary, crashed on the second lap of practice and then came back in the heat race but failed to gain a transfer to the Semi.

Gennai, who has been unable to put together two straight events without some kind of mechanical trouble this season, had it happen again in practice and was out for the night before time trials came around. So the fans and the cycle press will have to wait until at least next Friday at Ascot, or San Jose on Sunday for the first match between the three that are bidding for "Rookie of the year" honors this season.

Hocking and Pat McCaul came up as the two heat race winners. Hocking's heat marked the return to dirt track action of Eddie Mulder, who has been missing due to movie work and an injury. Eddie gained a third behind Tom White and ahead of Terry Dorsch.

McCaul got off to a good start in his heat and left the racing behind him. Tom Rockwood, riding H-D for the second time, passed both Frank Gillespie and Eddie Wirth on the final turn to take a come-from-behind second at the finish.

Hocking was surprised only once during the night. It came in the Dash when he looked like a sure winner. On the last lap, Gillespie, running last, passed Rick, Bob Sanders and McCaul to take it all for one of the wildest wins of the night.

In the final, Hocking was out of the lead only on the first lap when McCaul again got another perfect start. Hocking took over on the second lap and went on to win the South Bay feature for the second time this season.

Ron Moore and Gillespie ran wheel to wheel the entire 15 laps in the duel for second with Moore wrapping it up on the final turn. Close behind was another duel for fourth between Wirth and Rockwood. The spot changed four times with Wirth winning out after some wild sliding by both riders.

The Junior main event was a 10 lap dash between Gary Tonda and Skip Aksland. Tonda rode a near-perfect race to lead all the way by inches to win his first professional main event.

Steve Eklund scored his third straight Novice main event win, taking the lead away from Arizona's Butch Bear on the second lap. Elbert Turner moved up midway in the race to take second with Beard holding on for third and his best finish this year.

The Novice final saw Travis Petton Jr. crash on the next to last lap, knocking down and breaking up a record number of hay bales on the first turn. He was not injured.

Novices and Juniors join the Experts this coming Friday night at Ascot for the "Regional" half mile and then will watch from the sidelines the National Mile at San Jose on Sunday. This was the last weekly pro show at South Bay until sometime in late June or early July.

Results

EX FINAL: 1. Rick Hocking (Yam). 2. Ron Moore (Tri). 3. Frank Gillespie (Yam). 4. Eddie Wirth (Tri). 5. Tom Rockwood (H-D). 6. Tom White (H-D). 7. Pat McCaul (Yam). 8. Dewayne Keeter (H-D). 9. Rob Morrison (Nor). 10. Eddie Mulder (Yam).

JR FINAL: 1. Gary Tonda (Yam). 2. Skip Aksland (Yam). 3. Earl Barker (Tri). 4. Dennis Briggs (Suz). 5. Bruce Hanlon (H-D). 6. John Allison (Yam). 7. Randy Brackett (BSA). 8. Mike Dannel (Yam).

NOV FINAL: 1. Steve Eklund (Yam). 2. Elbert Turner (Yam). 3. Butch Beard (Yam). 4. Murray Hoffman (Yam). 5. Rex Hailey (Yam). 6. Brent Knauer (Yam). 7. Mark Smith (Hon). 8. Dave Harris (Yam). 9. Dan McWhorter (Yam). 10. Travis Petton Jr. (Kaw).

We won again

BLM saves Dove Springs

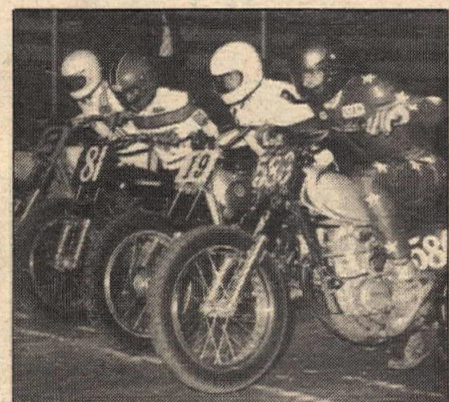
BAKERSFIELD, CAL., MAY 8

Louis A. Boll, BLM Bakersfield District Manager, said today that his office has denied an application by the State of California for 6,229 acres of national resource land in eastern Kern County. The application would have added Dove Spring Canyon to the State Park system at Red Rock Canyon, and outlawed motorcycle riding in the canyon.

Dove Spring Canyon is managed by BLM to provide for a full range of multiple resource uses. In denying the State's application for the Dove Spring lands, Boll noted that this area is more valuable for multiple use management as part of BLM's California Desert Program than for single purpose recreation use.

In May of 1971, a six-month study by a citizen's committee, composed of Kern County residents representing off-road vehicle users, conservation groups, mining, grazing, and law enforcement, recommended management alternatives for 350,000 acres in eastern Kern County to the BLM Bakersfield Office. The efforts of this committee were directly incorporated into BLM's recently completed Interim Critical Management Program for Recreation Vehicle Use on the California Desert.

Public hearings, open houses, and a new approach to public participation — traveling mobile trailer units — were all used to provide a means for each interested individual to enter into the decision making process. Management considerations for Dove Spring Canyon and its proximity to Red Rock Canyon Recreation Area have been carefully balanced to provide the best use for all of the public land in eastern Kern County. "Management considerations fully support our denial of the State's application," Boll said. This means you will be able to continue riding in the Dove Springs area.



The 250 class gets off at El Toro. Dan Rees (19) won.

Slick sliding at El Toro

By Imogene Rees

EL TORO, CAL., MAY 3

A good crowd celebrated the Grand Opening of El Toro Speedway's very smooth fast 1/4 and 1/10 mile tracks.

The Minis took to the inside of the 1/10 mile in some tight competition. Chris Bridges (Hon) took both Heats and the first place trophy in the Main. Victor La Breque was second.

In the hot 250cc class Dan Rees (Bul) grabbed the lead in all three races on the 1/4 mile track. He totally dominated the Main. Jay Freeburg took second.

The 360cc class saw Terry Griner on his fast and sharp Yamaha win all three races, making it look easy.

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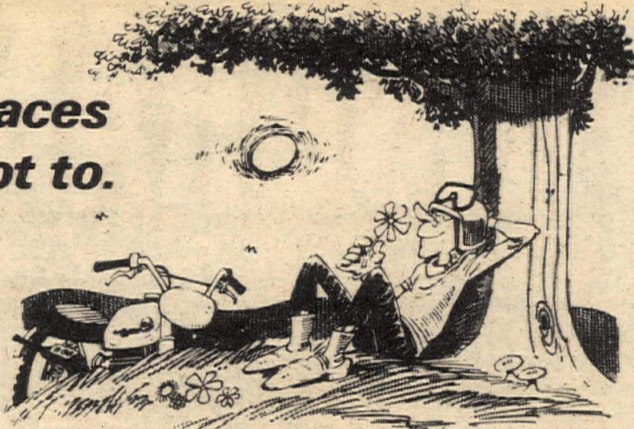
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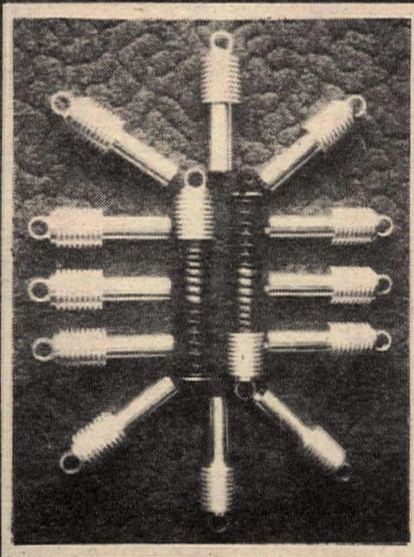
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The "so-called" Belgian 250 GP

This is a GP?

By Lori Hagman

VORSELAAR, BELGIUM, APRIL 28

Typical grey Belgian skies welcomed the international and Grand Prix riders to what was advertised as the Belgium 250

World Champion G.P., near the small town of Vorselaar just outside of Antwerp in Northern Belgium. A strong field of riders showed up for the Vorselaar Club's first attempt at a non-points paying Grand Prix, much like Hang Ten and Tripp-Cox promoted at Carlsbad prior to last year's actual Grand Prix.

The G.P. course itself was more like a long Daytona or Talladega MX track. It was about one and a half miles long — all on a flat cow field with lots of fresh fertilizer to mix with the sand making good traction all day. After practice was over, there was a rumor going around the pits that the promoters had invited Gary Bailey to fly over to design the track, but I guess it was only a rumor because Mr. Bailey was not on hand for the race.

Timing

The second practice of the day was timed to determine riders' starting positions to begin the first moto in the Grand Prix. The results of timing went like this: 1) Harry Everts (Puc), 2) Heikki Mikkola (Hus), 3) Joel Robert

(Suz), 4) Raymond Boven (Mon), 5) Willy Van Loon (Yam), 6) Brad Lackey (Hus), 7) Roger DeCoster (Suz), 8) Sylvain Geboers (Suz), 9) Jaak Van Velthoven (Yam), 10) Adolf Weil (Mai).

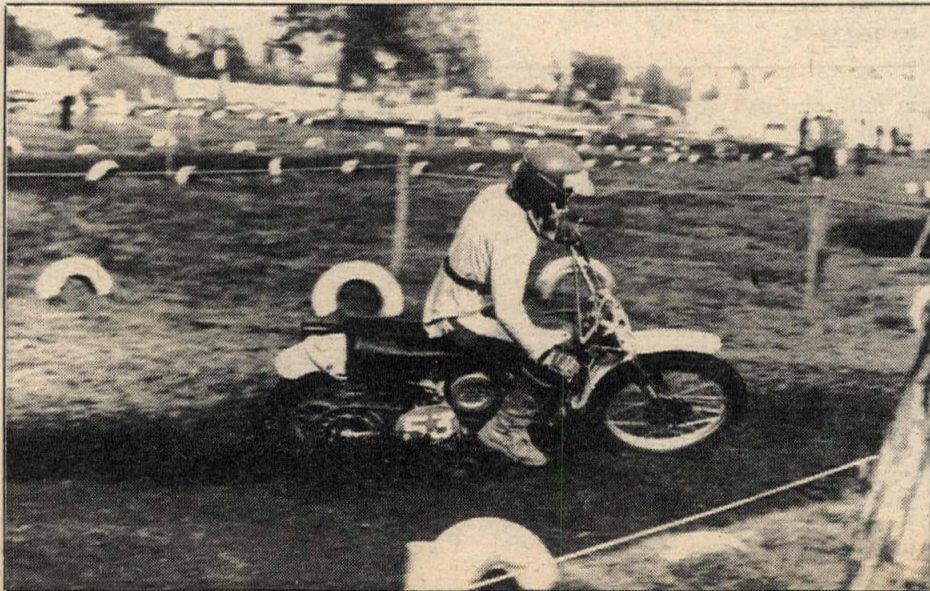
Getting a good start in both motos was very important because of the narrowness of the track. And as usual, the ole man himself, Adolf Weil was out in front at the first turn, with Harry Everts, Sylvain Geboers and Heikki Mikkola right behind. Frans Sigmans, Joel Robert and Raymond Boven tangled into fence and spectators at the first turn. As a result of this crash Brad Lackey was the very last rider to get away, after stalling his motor trying to avoid the mess.

After two laps, Mikkola and Geboers passed Weil putting Heikki into the lead for the rest of the moto. Sylvain Geboers was riding better than he has in a long time and seemed very confident about the eventual overall win. The main action was happening back in fifth and sixth place with Jaak Van Velthoven and Roger DeCoster battling it out. Roger was definitely the more skilled rider, continually making



Sylvain Geboers rode better than he had in a long time to win the non-points paying Belgian 250 GP on a sand track at Vorselaar.

Heikki Mikkola (Hus) was fastest, won the first moto but sprained his ankle and didn't start the second.





Brad gasses his Husky out of a corner going after and catching Finn Lars Ohberg (Yam).

attempts to pass Van Velthoven, but after being cut off many times, seemed content to stay tucked in behind rather than taking the chance of crashing. After the 40 minutes plus two laps were over, Mikkola had a lead of about 10 seconds with Geboers finishing second; Weil, third; Everts, fourth; Van Velthoven fifth; DeCoster, sixth. Brad



DeCoster looked back on form with a second in moto two, third overall. He zaps teammate Geboers in the second heat.

at this point had worked his way up to tenth.

Moto two:

Once again, Europe's equivalent of Paul Newman, Adolf Weil, got the hole shot, but not for long. Jaak Van Velthoven and young Montesa sensation, Raymond Boven, the surprise winner of the first heat in the Spanish 250 G.P. were right behind. Somewhere on the back section of the tight, narrow course Van Velthoven and Boven got by Weil, but just as fast as they had gone by Weil, Boven smoked Jaak's factory monoshock Yamaha down the roughest, fastest straightaway and pulled a lead of about four seconds. Boven kept the lead for four or five laps until the rear suspension broke and he retired. During this time, Adolf Weil crashed and fell back in the pack,

moving Sylvain Geboers up to second spot, but his Suzuki teammate, Roger DeCoster, was quickly moving up and passed him, trying to catch Van Velthoven for the lead. Van Velthoven rode quite consistently, keeping the lead until the end, but Roger was gaining on him the whole race to finish second.

Brad Lackey and Willi Bauer were having a good dice in seventh and eighth position. Brad passed Bauer three-quarters of the way through the race then, as Brad tired, Bauer passed him back and they finished in that order.

This G.P. did not count for points, so many of the 250 Grand Prix riders did not attend. Jim Pomeroy was in France racing an International race and Hakan Andersson is still recovering from his broken wrist, as Sylvain Geboers took the well-deserved overall win with a consistent ride. Heikki Mikkola could very well have been the overall winner after taking the first moto easily on his factory 250 Husqvarna, but he sprained his ankle in the first moto and was unable to ride the second. He definitely was the fastest rider of the day! •

Results

OVERALL: 1. Sylvain Geboers (Suz) Belg. 2-3. 2. Jaak Van Velthoven (Yam) Belg. 5-1. 3. Roger DeCoster (Suz) Belg. 6-2. 4. Heikki Mikkola (Hus) Fin. 1-DNF. 5. Harry Everts (Puc) Belg. 4-5. 6. Adolf Weil (Mai) W. Ger. 3-11. 7. Kalevi Vehkonen (Hus) Fin. 8-6. 8. Willi Bauer (Mai) W. Ger. 7-7. 9. Brad Lackey (Hus) U.S.A. 10-8. 10. Frans Sigmans (Yam) Holland 9-9.

Montesa flash Raymond Boven was fastest til his rear suspension went.



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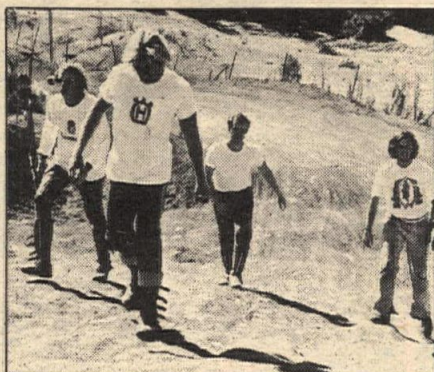


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A lot of my go-fast friends seem amazed that Trials is booming, and find it inconceivable that large numbers of people could ever be-

come excited by the feet-up game.

Anyone with lingering doubts as to trials' potential should watch a PGA golf ritual on TV. I mean, anybody with good sense knows it's ridiculous to pay a guy \$30,000 for knocking a dotty white ball around an artificial meadow with a club, right? Yet literally thousands of people trudge two or three miles a day following their stick-swinging heroes in the blistering sun — and even pay money for the privilege. It seems that once you convince people (and sponsors) that it's suave to do something, they'll watch anything. I notice that trials "galleries" are growing in numbers and enthusiasm. Now that makes more sense.

Trials activity up and down the West Coast is getting heavy enough to impress even a world traveler like Mick Andrews. Locally it's getting large numbers of youngsters dialed in to trials at the same age as their European counterparts or even younger. Witness the fact that Marland Whaley and Bernie Schreiber have been judged capable of riding international caliber events, even when they were officially too young to get an F.I.M. license.

What's happening is that America is acquiring a pool of young lions not yet out of school, any one of whom could conceivably become World Trials Champion. Whether any of them will remain to be seen. It's like any other sport: Somewhere along the line you get to face a nasty career decision. Are you playing well enough to make a living at it, or is that final graduation going to force you to take a job doing what you've been learning in school in order to eat? All of today's professional athletes have faced that decision as well as a lot of talented guys who are now accountants, salesmen or mechanics with trophies and lovely memories.

In every generation there's a potential champion. Can the sport support him enough to get that good?

Whether by design or by accident, Southern California is favored with a two-tier "farm system" for trials riders which can only benefit everybody involved — provided they understand how it works. Consider that in A.T.A. points trials, the top ten Novices (who fortunately won't be Novices long) can clean nearly every Novice section at a typical meet. Yet the guy who comes in 73rd out of 78 Novices exhausts himself just making it through all the traps. If A.T.A. were the only game in town, so many Novice riders would get discouraged and drop out that the sport would soon wither away.

Enter Bob Grove's I.T.A. and Steve

Graham's C.T.A. On non-A.T.A. weekends, these two clubs hold Novice-Beginner schools and meets at Saddleback and Escape Country. The competition is such that the guy who may have fived every section in last week's A.T.A. trial can come within sniffing distance of a trophy in I.T.A. or C.T.A. meets. What this does for self-confidence is probably more significant than the riding experience itself. With a tonic like this, riders come back to A.T.A. points competition and begin vaulting up the ladder.

Racers may consider trials a sport for the timid. But aggressiveness goes into making an Expert trials rider. You simply can't be timid and ride some of the sections they're throwing at Experts these days. Approaching some great



TOM CORLEY

humongous rock, you're concentrating all your psychic power: "Rock, I'm going to ride right over you." Trouble is, if you're not forceful about it, the rock's gonna' say, "Oh, no you're not!" Learning, too, can be forceful. Wear a helmet if you expect to encounter anything harder than your head.

Don't start out with a motorcycle you can't afford to throw against a rock. The guys who make their first trials bike the most super-trick thing they can afford spend too much effort trying to avoid busting something they can't afford to replace. Best way I know to remain a perpetual, timid Novice.

A Honda TL-125 is probably the best learner's bike unless you weigh over 200 pounds. New off the floor it costs about what you'd pay for a two-year-old Sherpa T. It will actually handle more precisely than a two-year old Sherpa T simply because there isn't two years' slop in the suspension. It lacks the brute

torque of a Sherpa (or any other righteous 250). That's bad? No, that's good, if you can stand a little frustration.

If you hit a particularly nasty section at the wrong speed, in the wrong gear, with the wrong amount of throttle on, the Sherpa's torque will usually bail you out of trouble, often without letting you know you made a mistake. The little Honda in the same situation will dutifully announce that you made a mistake — by dying right in the middle. Consequently, you have to ride about twice as far ahead of it as you would a more powerful bike. That's good if you're learning.

Lane Campbell

WRITIN' AROUND

Keep California green

July 1 is the mandatory deadline for Californians to register their off-road vehicles, ORVs, dirt bikes, race motors or whatever you want to call those things in the garage we take out and play with. July 2, they start writing tickets. If you're out of your garage with your scooter without a green ORV tag, then I hope it has a license plate. The traffic cops will want to see one or the other on every motor vehicle in the state.

Why? First, ORVs are numerous enough to attract attention and have been for some time. Governments being what they are, the state feels it needs some census of the ORVs currently in use. They tried a voluntary system while exempting racing machines and vehicles operated only on private property and that didn't work; less than 10% of ORVs in California have been voluntarily registered. Lots were ticketed, however.

Second, the bulk of the \$15, two-year registration fee will go to provide ORV recreation land and management. About \$5 of your biennial fee goes to the State Parks and Recreation Department's special ORV recreation fund and can only be spent for our benefit. Another \$6 goes to your county, part of which they take in lieu of taxes on your pleasure machine (which they could otherwise add to your property tax) and the balance can be spent only "for the purposes of ORV recreation."

This wording leaves it up to your county supervisors whether to spend their share of your fee encouraging ORV sport or trying to stamp it out. Unfortunately, both approaches are currently being tried by various California counties.

The remaining four dollars pays for the ORV paperwork and the green ORV tag itself.

The catch is, the government doesn't have to spend the green stickie money if it doesn't want to. The state and counties can leave the ORV funds untouched, in friendly banks which pay no interest, but which often give stock to friendly politicians. Every year the ORV cash-on-deposit grows, the bank lends it at high profitable rates of interest, and the bank shareholders get richer at our expense.

It is easy for politicians not to spend ORV money for ORV land, etc. because they are under very little pressure to do anything to benefit ORV recreation.

After July, the flood of ORV money should enable our government to afford vast acreages and miles of trails for us to enjoy. If not, we will have to elect a new government to deliver what we are paying for. In either case, motor-recreationists need to apply pressure to the politicians to get what they want and deserve. The green stickie entitles you to no less.

Chuck Clayton

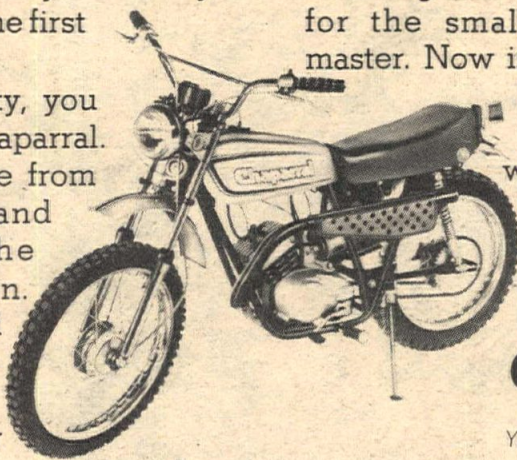


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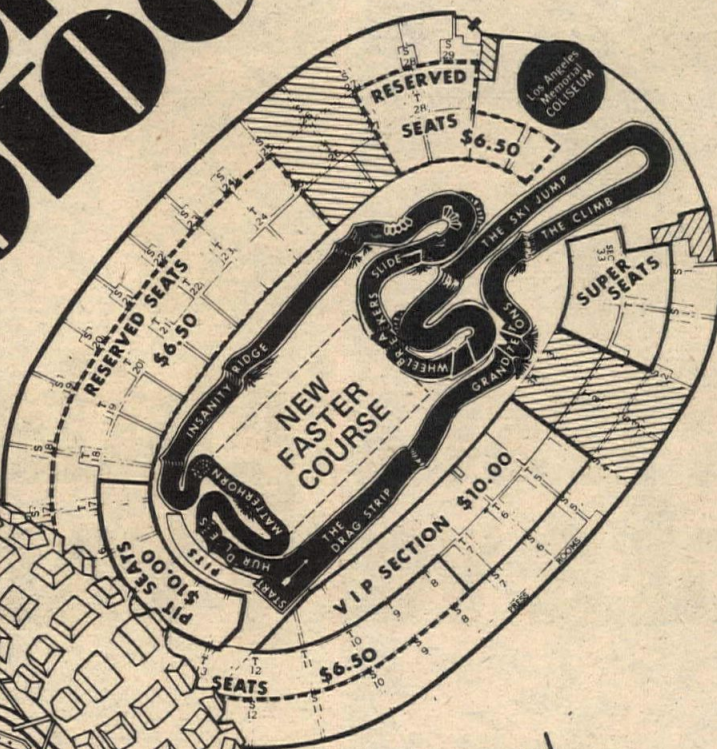
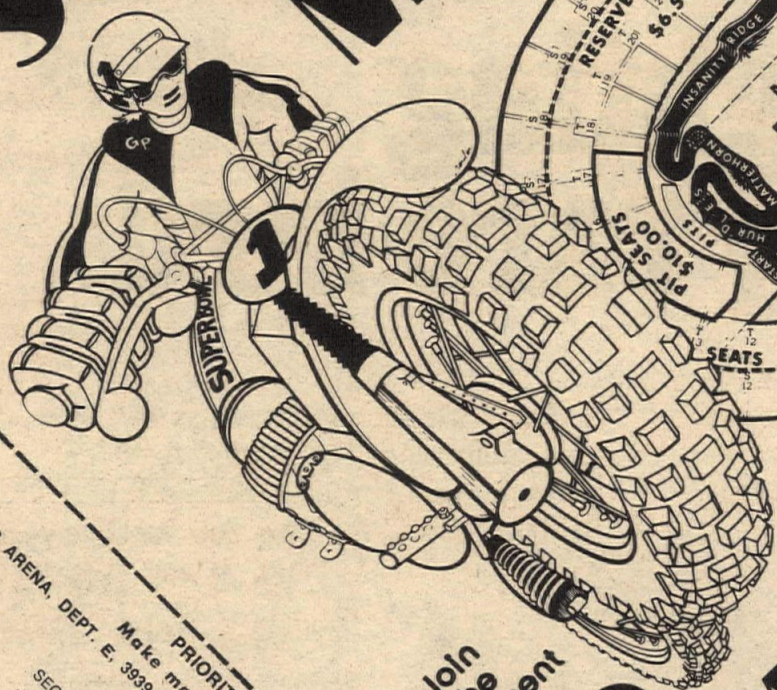
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Smoke, dust and cactus spines:

A thrilling saga of 300 desert streakers

By Philip Briggs

PHOENIX, AZ., APR. 28

Dust... can't see the ground under my front wheel... a deep rut, the bars twist out of my hands and I'm down... can't even see the bars now, and my head and arms are tangled up in them... riders, other riders can't see me! Before I can move I feel the impact as a bike hits my rear wheel. As I scramble off the trail, leaving the bike to fend for itself, I think, this is one hell of a way to treat a scribe. Show a little respect! I wonder if Cycle News will pay my doctor bills.

I'm in the hills to get a close-up look at the course, (and the riders) of the Desert Streak, one of the few desert races held in our area. Southern Arizona is not exactly a hotbed of desert racing. Those desert runs we do have are infrequent, unsanctioned and informal. The Streak was being sponsored by a couple of local shops and, (wonder of wonders), the owner of the land on which it was held. This arrangement cuts out red tape, allows use of virgin desert, and even in the land of High Chaparral, limits your racing country.

The course was a short 12 mile loop. The race was five laps, after a run to the bomb start. The riders started in two waves, Amateur/Expert first, Novice, Puffers and Old Timers last... sort of a Euro-hare Scrambles.

The bomb run started typical Mojave desert; talcum powder fine silty soil, with scattered greasewood bushes. About halfway to the bomb the terrain changed to Sonoran desert character; palo verde trees, brush, grass, rocks, and waist-high staghorn cholla cactus! The stuff was thick enough that you couldn't see lines very far in advance, and although you could bull your way through some of it at speed, if you hit one of those chollas your riding gear was ventilated! Then there was the dust hiding it all from view for those back in the pack. Bench racing legends were born in the dust and cactus today.

The start of the race was marred by a few over-eager riders spontaneously jumping the banner. About 25 split,

Ohhhhhh noooooooooo!



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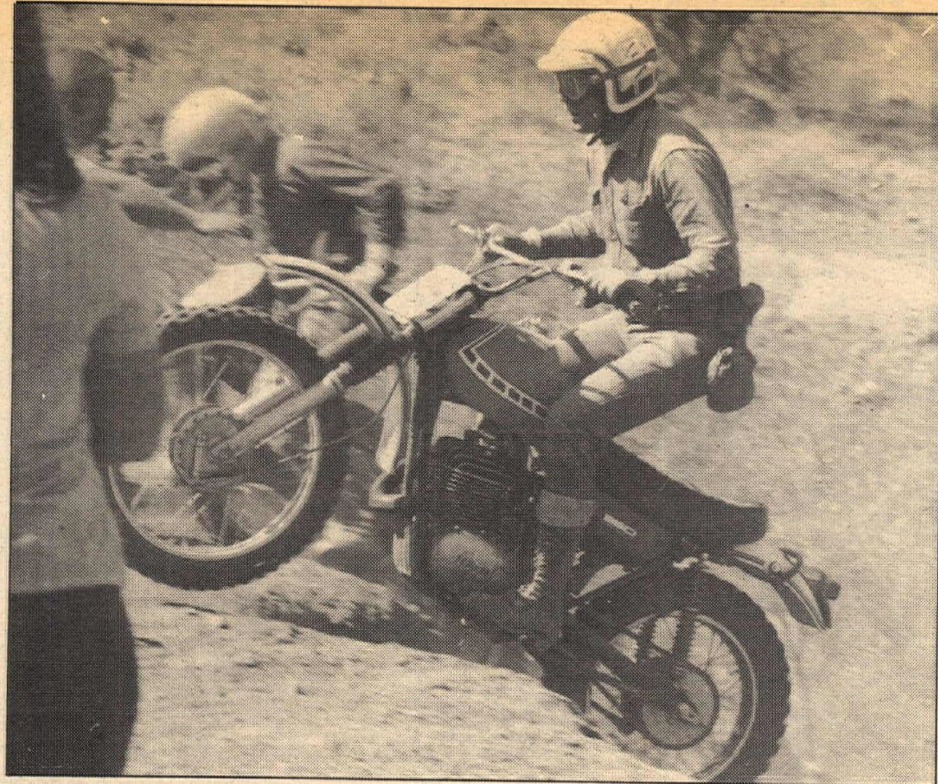
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Climbing the dam: Rob Edwards passes as he does it the right way; unidentified dancer in the wrong-way-or-after-you-Toots two step.



most held firm, and the banner stayed up until all remaining riders were remarked. The trail started at the bomb, turning down a jeep road and into a large wash. Very soft sand alternated with gravel bars, and boulders. Two particularly large and nasty ones nearly blocked the wash at one point — it must have been a horror in the dust. One poor soul, disabled at this point, had set his helmet on one of them as a marker. Skull Rock. Still following the wash, the trail at about mile three went up the face of a 30 foot tall earth dam and down the other side. The carnage to this point was unbelievable; there were ten to twenty riders out along the trail and this was just the first lap.

As I hadn't seen anyone who appeared injured, most must have succumbed to mechanical failures. Unbelievable, the trail wasn't that punishing as I'd rode the whole thing with no trouble on my lady's foo foo bike carrying my cameras! Preparation was something many of today's riders were lacking, both personally and physically. The majority of the riders were poorly dressed for the event; I saw one dude who's only protective gear was a Jofa mouth guard. No gloves, no jacket, no pads, no boots. Only a tee shirt and levis. No canteen. After two or three laps most had a severe case of the feebles, and they were just trail riding. Twenty or thirty miles, and they were finished. I'm sure most of them were just out for the ride, but adequate preparation does wonders for rider safety and personal enjoyment.

The dam face was smooth dirt, but steep enough to be hard to walk up,

with a steeper pitch for the last few feet. Not too difficult, but enough to separate the racers from the riders. I got a few pictures of the right way to climb it, a lot of the wrong way. There's the over-backwards-let-go-and-run; the throw-it-on-top-and-fall-back; the one-hand-grip-360 degree-pirouette; the lose-it-and-collect-you-and-your-buddy-cascade-to-the-bottom; and the ever popular front wheel landing, collapse in a heap, with a poke in the guts.

From the dam it was a short way up the wash to check one and a jeep road. The road was hard packed, and not badly rutted or washed out, but wisty. On an enduro this would have been a 24 MPH or 30 MPH section. Stories told in the pits speak of the leaders running 70-80 MPH through here and fantastic broad sliding in the corners. Maybe, but nobody came by my later picture points, nor past me on the trail like that. As desert and motocross bikes don't have speedometers it could be they're faster than an enduro bike.

After five-six miles of jeep road the course led into the hills for a couple of miles of virgin rocks, wash crossings, climbs and descents. Check two was on top of the hardest climb. Out of the hills and on to more jeep road. Heading away from the hills the soil gets sandy, and then dusty. Check three was hidden in the dust. It's out in here that I hit the dirt.

The dust was terrible. The trail was deeply rutted, the ruts filled with a fine powder that feels like riding through deep water. The course turns towards home, crossing a big wash several times.

Each bank is a bottomless dust bog. To ride fast in here you have to ride blind. The fast guys do and slower riders only hear, or feel their passing. God! Into the pits, and more dust. The spectators, pit crews, and rigs look like they'd been shaken up in a sack full of flour.

Gauging the progress of the race is beset by the usual melee of slower bikes, lapers, and lapers, compounded by the group that jumped the start. First in on the first lap, and the rest of the five is a young man who unknowingly got sucked along with the jumpers. I clocked him out on the course cutting consistent 30-35 minute laps. Even considering his bomb run advantage he rode a hell of a race, maintaining most of his lead for all five loops on a basically stock DT-1. On the last lap, still unaware of his disqualification, he flashed me an exuberant "first" sign. Heartbreaking.

Eventual class winners, Bill Thronburg, Open Expert, and Marty Hank, 250 Amateur, swapped leads for four laps, finally ending up second and fourth Overall. Eighteen year old Expert Bob Wharton, on a 125 Husky, slowly worked his way up from a poor start to first Overall, and in class, on the last lap. Bob is one of our top motocross riders and was said to have cut a 22 minute first lap. Probably one of the more amazing rides was age 43 Old Timer Bob Edwards who from a second wave start was first to the bomb and picked off all but two riders to finish third Overall and first in class. Bob's times were also very consistent at 30-35 minutes for the entire 2½ hours. Out on the course he'd appear up on the pegs over the horizon, blast past, and smoke off into the desert. On the last lap his powdery visage opened for a war whoop as he passed my vantage point. He finished about 10 minutes behind Bob Wharton, or about the time difference between the waves. A total of 302 started; 49 finished all five laps before the checker.

The course was interesting, favoring an enduro type rider over "nail it" sort of flat desert racer. I think most of the riders enjoyed themselves, at least in retrospect. I know some of them came in grief as a motorcycle-man sandwich, with cholla relish, but such is the stuff of treasured memories.

Results

Overall: 1. B. Wharton (Hus); 2. M. Hanks (Hon); 3. B. Edwards (Yam).
Open Ex: 1. B. Thronburg; 2. D. Peloso (Hus); 3. D. Botherfield (Suz).
250 Ex: 1. R. Brown (Hus); 2. D. Miller (Hus); 3. J. Kozuk (Suz).
125 Ex: 1. B. Wharton (Hus).
Open Am: 1. M. Downs (Bul); 2. K. Sherman; 3. R. Schunn.
250 Am: 1. M. Haak (Hon); 2. C. Farmer (Suz); 3. G. Carmickle (Hon).
150 Am: 1. R. Cline (Ric); 2. D. Smith (Hon); 3. J. Cross (Hus).
Open Nov: 1. J. Johnston (Yam); 2. J. Hockett (Yam); 3. J. Conlon (Hus).
250 Nov: 1. J. Edmonds (Hus); 2. G. Vosbury (Hus); 3. R. Humphrey (Hon).
125 Nov: 1. D. Robins (Yam); 2. M. Katich (Yam); 3. M. Wood (Yam).
Powder Puff: 1. B. Keane (Hus); 2. C. Sims (Kaw).
Old Timers: 1. B. Edwards (Yam); 2. D. Brown (Hus); 3. F. Miller (Hus).

Pennzoil money for S.C.O.R.E.'s Baja race

The Pennzoil Company joined in SCORE's Baja International off-road race as a contingency sponsor. They posted \$2,900.00 for the 500-mile event scheduled for July 25-27.

The tentative course starts in Ensenada, goes east through Ojos Negros to Sierra de Juarez Mountain Range, through the back roads of the timberland to the Valle de Trinidad, turns southwest to the Pacific Ocean, then south through Mike's Sky Ranch to San Felipe then northwest past Laguna Salada to a short section of the back road from Mexicali to Tijuana, then back across the high country (Laguna Hansen) to Ojos Negros and finishes in Ensenada.

The Pennzoil awards are \$200 to the class winners and a bonus award of \$250 will go to the Overall car winner and \$250 to the Overall motorcycle winner. This is the first time an Overall award has been posted equally for both cars and motorcycles.

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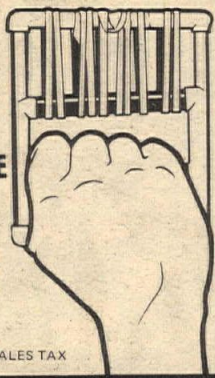
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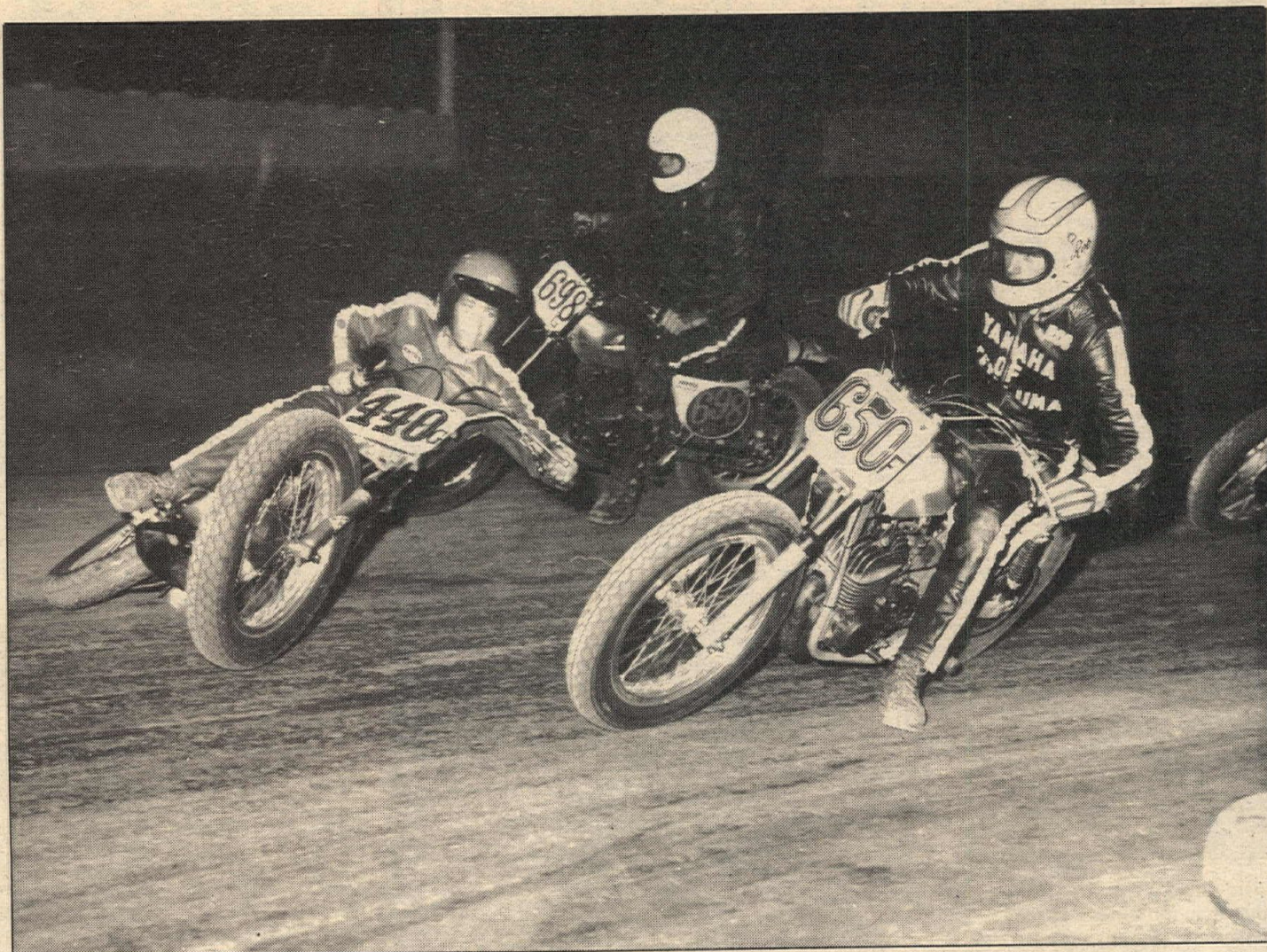


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Cycle News North



Rich Bright (440) looks almost too deadpan to be falling off. Registering more visible concern is eventual winner Rob Brattin (650) looking for the fast way out of trouble.

Petaluma short track

By James Brammer

PETALUMA, CAL., MAY 4

At the April 29 opener, guys with super-fast bikes got to show off their speed on the banked corners and the long straights of the recently lengthened quarter mile oval. Jerry Bland, winner of the 360 Expert heat and final, was the most spectacular with squealing tires that could be heard over the roar of engines.

The motorcycle tires polished the track surface, making it too slick for the cars on Sunday; so on May 4 the motorcycles ran on the infield short track with the flat corners that permit more passing. The car racers are talking of moving to Friday night racing at Petaluma. If so, the motorcycles can have the quarter mile track on Saturday without disturbing the track surface for the cars. The motorcycle racers are split over which track they prefer if given the choice.

John Guglielmetti (Yam) jumped into the lead on the 250 Expert Main start and stayed there for 10 laps to win with Marlin Stewart (Bul) moving up and trying to pass on the outside. Kelly

McIsaac held third while at the finish, Mike Faria popped a wheelie in fourth letting Larry Drew get by.

Several wins were determined on the finish line. Lionel Rocha, just 14 and up from the minicycles, was spectacular for 10 laps trying to pass Kirk Buttke for second in the 100 class. Rocha passed him out of the last corner for second to winner Perry Eyges.

Don Hanon (Yam) led several laps in the 360 Novice final until winner Rick Shafer passed and then Eddie Diaz. Finally Hanon's engine quit with Brian Stedman getting third.

Hubbard wins CMC short track

By Rex Backman

CHICO, CAL., MAY 4

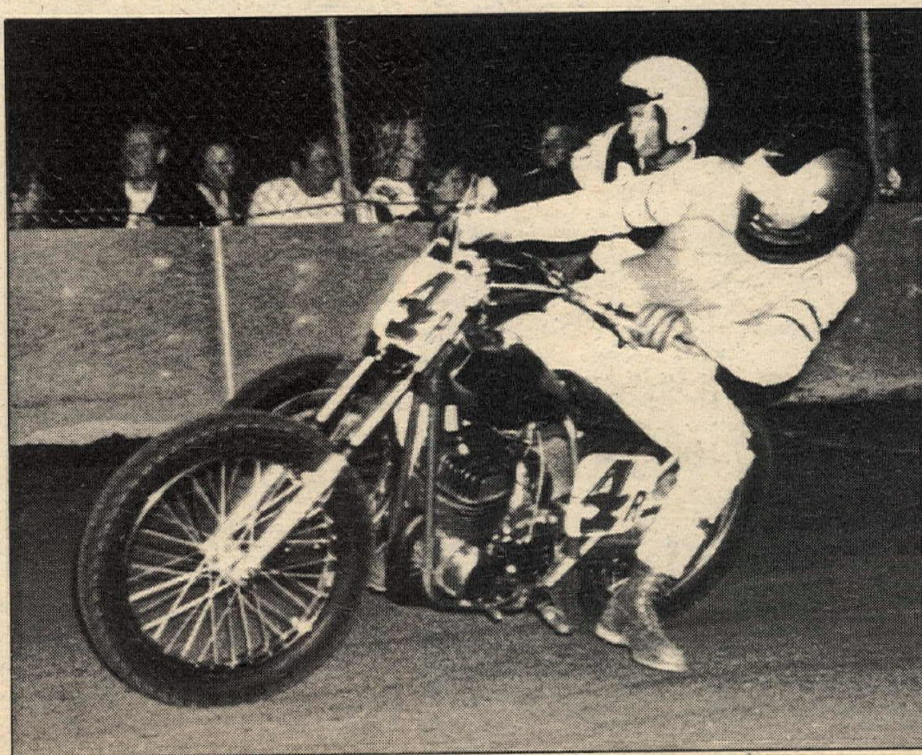
One thousand people came out to watch over 150 riders compete in Cycleland's opening Short Track race.

In the 250 Expert Scratch Main Jim Hubbard (Yam) and Greg Ferguson (Tri) went into the first turn side by side. With Ferguson pressuring Hubbard the two riders collided. Ferguson got the worst of it as his Cycle Factory Triumph went down. Hubbard managed to stay upright on his Yamaha and maintain his first place position while Dallas Turner (Yam) was working his way up through the pack after a poor start. Jeff Serick (Tri) and Turner dived for second place. Turner would pass Serick in the turns but lose the lead in the straight. On the final lap Turner took second place for good to finish behind Hubbard.

The 200 Junior Main event was won by John Alves (Bul) who took over the lead on the second lap and kept it 'til the finish. Little Jeff Fowler on a Kawasaki was second with Nick Rabo in third.

Greg McKinney (Pen) took the 250

Jim Hubbard slid his Champion framed Yamaha to the 250 Expert Scratch Main win at Cycleland.



REX BACKMAN

Junior Scratch Main after a restart when all but two riders went down in the first turn. McKinney and his Penton won with a big lead over the rest of the pack. Dale Melhloff was second followed closely by Mike Freeman, both on Bultacos.

Bruce McMorrow took the lead at the start of the 200 Junior Handicap Main. McMorrow and his Bultaco continued to lengthen their lead every lap. But halfway through the ten lap event McMorrow fell in the second turn and Yamaha rider Cliff Hylton took the win. John Alves (Bul) was second followed by Del Becker in third on his Honda.

The 250 Junior/Expert Handicap race was twelve laps long and Greg McKinney was in the lead at the end for his second win of the night. Greg Ferguson's bad luck this night continued in this race as he flipped in front of the grandstands when he hit a rider he was attempting to pass. Matt Jackson (Bul) was second with Dennis Frisbie (Yam) in Mark Brelsford's old leathers in third. Jim Hubbard worked his way up from the sixty yard line to finish fourth.

Results in the Results Section.



Riders called it rough scrambles rather than motocross. It was rougher on some than others.

Champion MX opener

By Terry Handelin

SAN FRANCISCO, CAL., APRIL 28

The last thing I remember about Champion Raceway was seeing Brad Lackey pull a cross-up wheelie on his CZ at the finish line and then prove he was human by looping it over backwards and going end over end down the track. As we all know, Brad Lackey went on to bigger and better things, but Champion Raceway went about as far as someone trying to kick start a Bultaco after a fall: no place.

They've had their problems. Last winter the heavy rains and poor drainage made the place more flooded than an Amal carb with a stuck tickler button. Vandals wrecked and set fire to some of the facilities.

McGill-Durbin Promotions has gotten into the act and is determined to make Champion Raceway a winner.

They only had about a hundred riders today, partly because there seemed to be a race going on at almost every other track in northern California. What the riders that did show up found, one rider summed up pretty well by saying, "rough scrambles." European motocross it wasn't. The track is fairly long, wide enough for safe passing, not too physically demanding, and safe (the ambulance didn't move all day). Maybe this is what the riders, some of them anyway, want. Time will tell.

Without any big hills on the track the 125 Novices had a little easier time keeping it on the pipe. Cori Roberts on his Suzuki kept it singing good enough for first Overall followed by Pat Noland and Kent Bolla. In the 250 Novice they seemed to be having more trouble getting their power to the ground. There were lots of easy spills on the smooth slick turns. Maurice Deartick kept his Honda on two wheels long enough to take the Overall ahead of Ronald McNay and Rem T. Regan.

Ronald Hjort seemed to dominate the 500 Novice and even had time to do some neat cross-up jumps on his trick

Maico. He was followed by Mike Menesini, who seems more at home on his CZ than he ever was on his old Suzuki 400. Third was Mark Rajeski.

All the Amateurs ran together today. It made for some good racing between Open class winner Charles Langmires (Suz) and 250 winner Jon Morgen (Pen). It was the best race of the day between these two and Langmires proved that old saying, "when in doubt bore it out" by taking the wins. Second 250 was Jon's brother Dave on a 175 Penton, which proves something too (I'm not sure what).

NorCal MX

By Steve Castillo

LIVERMORE, CAL., APRIL 28

Dan Turner really had to work for his win in the 250 Expert class at Altamont Raceway today.

Adding to the excitement there was a motorcycle jumper who didn't jump, a special downhill bicycle race, and motocross races with eggs taped to the riders' seats (first rider to finish the race without breaking his egg wins).

Dan Turner (Hus) and Jim Turner put on a good show themselves. In 250 Expert moto one Jim Turner (Bul) rocketed into the lead. Following close behind was Ron Self (Pen) with Neil MacDonald (Mon) in third. Dan Turner was back in the pack due to a bad start.

Jim Turner worked up a lead and was first at the flag followed by Dan Turner, who was able to work his way up to second. Ron Self could only manage a third on his Penton.

Dan Turner made sure he didn't blow the start in the second moto as he was right on Jim Turner's rear fender all the way up the start hill. For the few laps the two Turners were very far out in front. Then before he knew what happened Dan stuck his wheel under Jim's and that was the last Jim Turner saw of the blonde-haired Husky rider. Overall it was Dan Turner, Jim Turner second Overall and Neil MacDonald third.

The 125 Expert class again featured Dan Turner as the man who was first at the pay window. Turner had a good race going with Cloyse Holland (Hus). In both motos the two Husky pilots were way out front banging bars through the turns. As it was in the 250 class, Turner pulled away from his teammate at the end of the race. Holland picked up second and third Overall went to Jim Meseury on a Suzuki.

Hot Dawgees! A real turf MX track surface just like in Yurup. SoCal promoters take note. Danny Turner, Ron Self, Jim Turner throw divots at each other in Open class.



Hassles punctuate Puyallup Qualifier

By Jan Newman

PUYALLUP, WASH., MAY 3

Rip off! That's probably the kindest thing that can be said of the Puyallup AMA Qualifier.

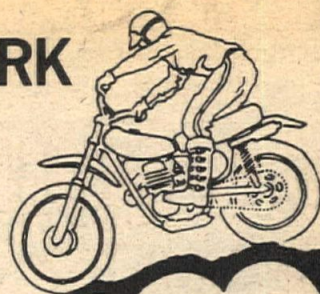
The first hint was the realization that the "qualifier" was just a couple of extra motos thrown into the regular Friday night program.

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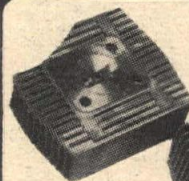
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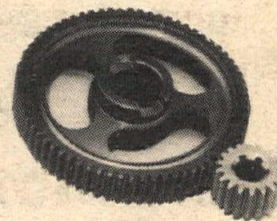
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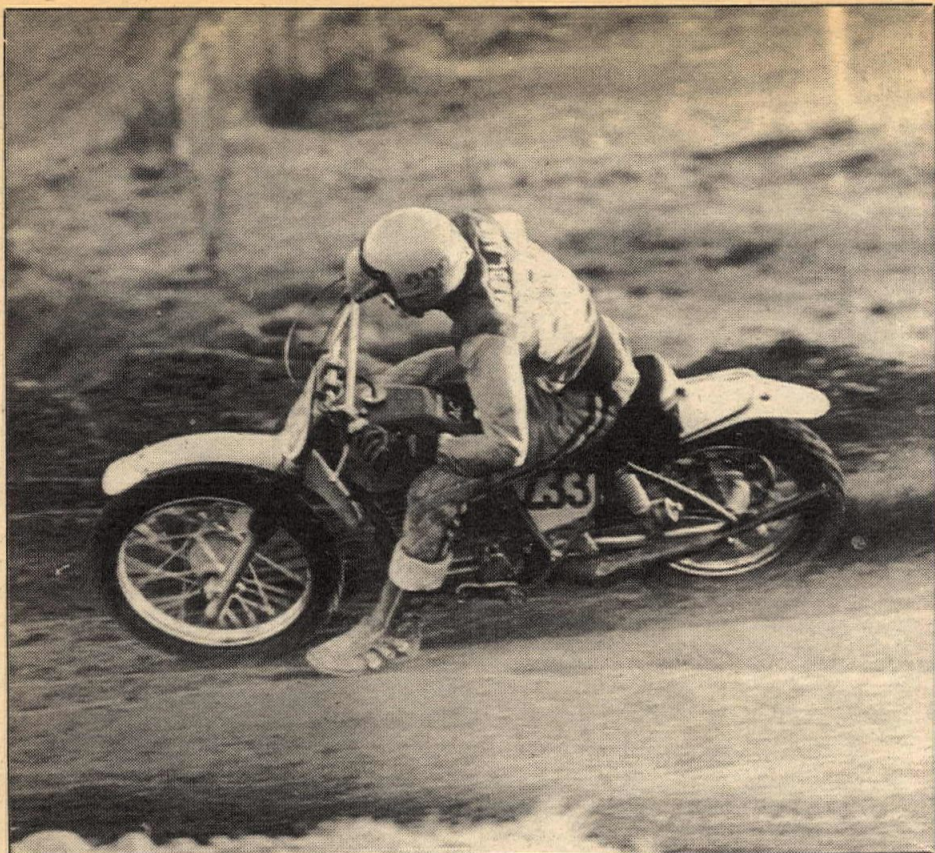


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Rocky Hardland (Mai) got a third in the first Open moto during disputed qualifier.

JAN NEWMAN

There were 11 other races run, from mini bikes on up.

At the Pro riders' meeting they first announced there would be two 20 minute motos, but changed it when a rider reminded them of the AMA rule requiring three 20 or two 30 minute motos. At that, they were short or my watch took a coffee break.

In order to stay within the lighted area the track was cut much too short. The leaders were eating it up in the 41 second neighborhood. Maybe it's just as well there weren't too many pros there.

Danny Brown (Bul) led the 250s out of the first turn. Pete Crandall, Bob Plumb (Mai) and Rick Burgett (Bul) were right there with him. Burgett started taking them one by one. By the third lap he had the lead and by the fourth he started lapping the slower riders. Doug Raines (Hus) worked up from sixth to finish second and Brown held in for third.

When the results were posted there were enough squawks to indicate some scoring problems. So, on the second moto yours truly kept a tape and mental record of the top 10 or so.

Pete Crandall led off this time with Danny Brown and Burgett behind him. Burgett grabbed an early lead and had enough time to crash out of view yet still come around ahead.

Once again the scoring was questioned and according to the taped record there were errors in the top 10 finishers. Riders who protested were shown the scoring sheets which had dashes representing missed numbers in most of the first 10 laps. No effort was made to determine whose number had been missed — if your number wasn't written out on the sheet you might as well have been streaking the pits because you weren't counted. Fortunately the Open class was small enough that scoring didn't seem to be such a problem.

The Open bikes took off within 10 minutes of the finish of the 250 race which gave those riding both classes a workout. Bill Cook (Mai) led into the first corner, but it didn't take long for Rick Burgett (Bul) to work into a commanding lead. Buck Murphy (Mai) moved into second and spent much of the race fighting to hold off Rocky Hardland on another Maico.

Cook led to the corner on the second race also but soon yielded to Murphy. This time Burgett pulled up to become part of Murphy's show. They dived into corners inches apart until Burgett slipped by.

Some of the guys put in some fantastic rides and Burgett went home with a lot of loot but it was a bad scene. These guys deserved more for their money and their effort than they got. •

Results in Results section.

Back-to-back scrambles

By James Brammer

VALLEJO, CAL., APR. 26 — May 3

On a tacky wet scrambles track at Vallejo April 26, Marlin Stewart (Bul) stopped Phil Anderson's (Mon) long-time winning streak in the 250 Expert class. In their heat and again in the final, Stewart followed behind Anderson until flagman Frank signaled the halfway mark. Then Stewart passed Anderson and continued on to win with both riders well in front of the pack. Anderson still won the 750 Expert final.

Rusty Davis (Yam) was out front in the 360-500 Junior class while Jim Welsh successfully held second place from Lee Dolcini.

On May 3, John Gerhardt, a Calistoga high school junior, won his eighth 200 Junior Final in nine starts. Usually, he gets in front from the first corner and runs away. Len Vestal says that's enough; you're an Expert now in short track. He is still a Junior in scrambles.

Duane Yarrow led the 250 Expert class on May 3 until the critical last lap when his motorcycle died, moving Renny Bruns (Suz) up to first followed by Bill Bisel and Marlin Stewart.

Joel Hale returned three weeks ago after eight months off with a mending broken leg. The first night, he fell while well in front. He won the 250 Junior

class the next two weeks by completely running away with the lead in both his heats and finals, leading as much as a quarter lap.

In the 125 Junior Main, Gary Pietruskiewics attempted throughout the 10-lap final to pass leader Mike Raddell, but on that last lap Steve Brandt passed Pietruskiewics for second to Riddell.

Mike Kane led the 500-750 Expert Main on May 3 all the way winning on a 750 Norton, but Duane Yarrow (Yam) broke the 650 placings by finishing second. He closed up on Kane at one time, but had no horsepower match down the straights. Dave Young (Tri) was close behind Yarrow for third. •

Results in the Results Section.

590 ride San Jose Half-Mile

By William Spencer

SAN JOSE, CAL., APRIL 28

Sportsman half-mile isn't new, but the 590 riders that signed up to ride on this warm and beautiful day made some sort of a record for numbers alone. The numbers made for early delays in getting things going but the program was run by 5:30 p.m. which also had to be some sort of record.

Despite the lack of staging lanes for practice, there was lots of practice and only a few sneaks got away with extra. The track stayed in great shape for the best part of the day with only one watering session required. The only spot where it got bad was the first turn where the groove got a little narrow in the middle.

Tom Page made it three for three by winning the 250 "A" Division and also got the nod from short track steward Len Vestal that it was Junior time. Guy Curtis took the second over old timer Walt Gardiner, another old timer, Don Kirby, and Steve Ramirez. Kirby kept Sonny Kenyon up late Saturday night making his tired old Bultaco run right after Kirby seized it at the scrambles Saturday night.

Matt Carothers surprised no one by winning the 125 Expert Main. Dicing with Al Wood and Ricky Graham was fantastic but Graham lost his engine toward the end and Matt had it made with Wood riding to second and Danny Castelhamo holding on to third after leading the first lap.

Nick Nazzisi is now calling this track his after winning the 250 Expert Main over Mike Kunsman and Steve Foster. Nick and his Mt. View Auto Stereo Bultaco came off the start deep in the pack. Tucked in behind Danny Young, Dave Masse and Mike Kunsman, the winner of the Junior pro half-mile kept the wick up and took the lead from Kunsman on the sixth lap.

The 70 odd entries in 360 Expert made for enough riders to make two separate divisions and the racing was spectacular. Jim Odom led off the "A" Main but blew his 360 Yamaha trying to

hold off Scott Pearson and the Sam Arena jet Kawasaki. Pearson stretched the lead over Randy Gibbs for the next few laps, but horsepower through the maze was Hanlon and the super fast Yamaha that has carried Scott Brelsford and John Gennai to so many wins. On the last lap, he got by Pearson who only made one mistake.

Rick Hocking (Hon) had led the second heat for the distance over Steve Eklund and his Borsch framed Yamaha twin, no small feat in itself. The problem was in the muffler or what many considered to be the lack of one. When the motor came in from the heat it was pronounced legal.

The raging controversy arose about not having a sound meter to check all the bikes. Champion race frames put on this version a megaphone with baffles, and is ready to match decibel for decibel with all the other bikes.

At any rate, in the main, it was once again Hocking and his Honda with a good race for second through fourth raging between Manuel Datan, Eklund and Chuck Miller. Datan had almost as much horsepower as Eklund but Eklund had his troubles, letting Miller by for one lap, then coming back for third at the checker. •

Results in Results section.

Fremont night happenings

By W.H. Spencer

Hlebo Bros. bag scrambles brass

FREMONT, CAL., MAY 4

John Hlebo is off his retirement and on his own winning ways in the 500 Expert class at Fremont with the track drying out. While the specialty machines are dominating the 1/4 mile oval, the 1/3rd mile steeplechase is getting better and within a week should be the same fast track that made it the hit of District 36 last year.

Hlebo, a former Black Plate, got hurt last year, and is out to regain a spot on the top 20 list and beat out the No. 14 holder tonight, Mike Allen.

In the race for the top spot for this year, Phil Anderson got a super hole shot off of starter Mike VanLienden in the 650 Expert Main and capitalized it into a good win over old man Duane Spence and Hank Sanchez. Anderson is currently running third on the list and the win will close him a bit on second place holder Ted Davidson, while the top man, Duane Yarrow continues to slip.

Bill Phillips continues to dominate the 650 Junior class on his super sano Triumph that is so smooth and easy to watch that one would think he really isn't going as fast as he does. He went fast enough to beat John Crljenko by a straight away and leave two bikes in the first turn tires. First Albert DeHoyos skidded into the bank after locking handlebars on the first lap and then John Hernandez got too hot and joined him.

Tim Hlebo, the younger brother to Expert John won his first race tonight in 175 Novice aboard an ancient Honda Twin that just seems to last forever. He appeared to be having troubles in the middle of the Main when Rodger Slack and Scott Whitaker started to catch him. When asked why all the grabbing down by his right foot peg, he replied that his shoe lace had gotten stuck in the kick starter and he couldn't get coordinated until he got the message that he was being followed. •

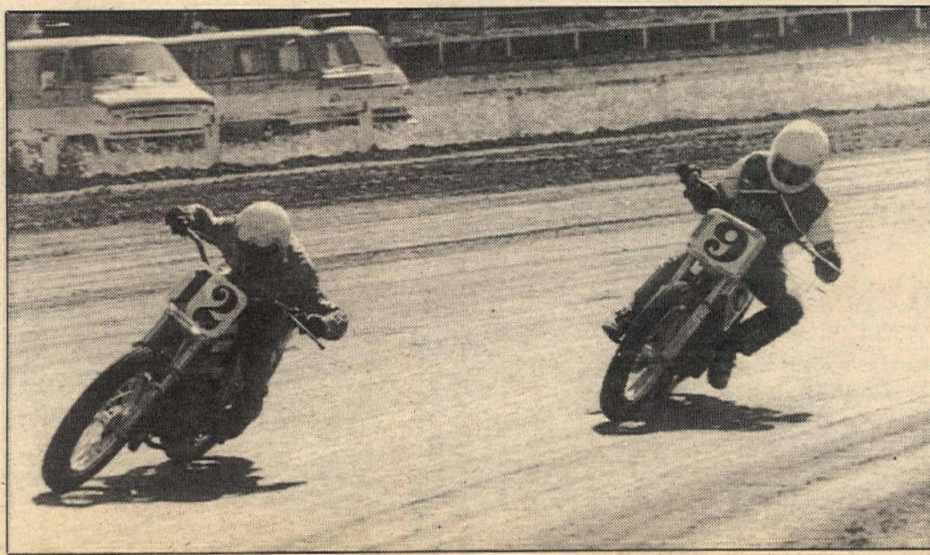
Back to trackin'

FREMONT, CAL., MAY 3

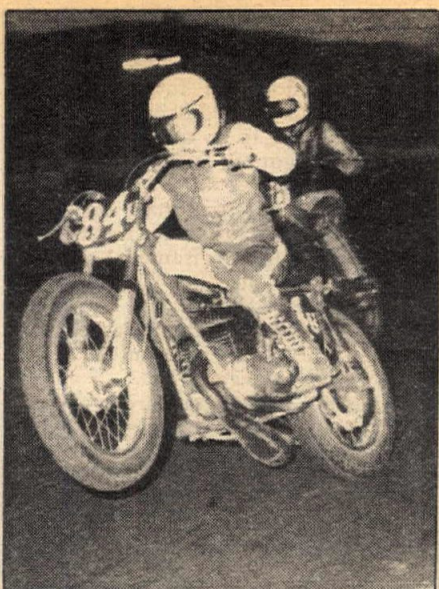
Jerry Kole (Yam) won the 360 Expert Main after 30 riders rode in three Heats to get to the Main. Jerry spent many nights following Rick Hocking to the checkered last year. Now, it looks like the Junior rated pro can write his own ticket.

Mike Fruzen had his troubles with Rick Ryan again in the 60 Jr./Ex. but

Rick Hocking (12) and Steve Eklund (9) locked in classic Half Mile duel at San Jose.



BILL SPENCER



BILL SPENCER

Scott Lundorff (Ossa) gassing it to a 250 Novice Semi win at Fremont Saturday scrambles.

pulled off the win while Ricky took home a first in class in the 80 Jr./Ex. behind Jim Filice and John Land.

Scott Nelson got the nod to the Junior ranks with a win in the 200 Main and a second in the 360 Main behind Mike Willis.

Randy Mamola won his second straight 125 Junior Main on the Jim Doyle Yamaha and it's likely that the former Minibike champ is on his way to the big world of sponsors and great checkered flags. Mark Murray took the second spot over Vince Alvarado.

Results in Results Section.

Brown scores scrambles

FREMONT, CAL., APRIL 27

Pat Brown came to the 250 Expert post with a one for one win record in one night of Fremont racing and as Mike VanLienden did last year, he went home with a two for two and a good start on the high point trophy for the season. If analogies and logic fit, then the 17 year old high school senior should be the District 36 commissioner for 1975, but Pat is only interested in having fun. So much for logic.

Phil Anderson won the first heat over Brown with Dennis Souza taking the second over John Proto. In the main it was no contest after the third lap when Brown passed Mike Kunsman at his favorite spot, going over the jump.

Alan Wood (Hod) put it on the 125 Juniors with Mark Murray holding off Randy Mamola. Wood remains as the only big kid in this class standing all of five feet eight inches at 145. Really big, eh what?

Jerry Kole is back in action with his famed 360 Yamaha. That won the title here two years ago. He won the 500 Expert class over Mike Allen and current scrambles point leader Allen Yarrow, the ex-Blue plate motocrosser.

Results in Results section.

Short track opener

FREMONT, CAL., APRIL 26

Former National scrambles ace Jim Foley came out for his first night event in six months and hole shot starter Mel Sturdahl for a win in the 360 Expert Main despite some good riding by Gary Orland and Manuel Datan. Foley is still the best starter and despite all of Datan's horsepower, he held the post position for the 10 laps and the win. Datan had a try on one lap but got sideways exiting a turn and had to settle for the second. Orlando, in turn, made one mistake that kept him to third with Chuck Miller coming from a throw back to take the last trophy spot, beating out a faltering Bob Scally.

Randy Mamola easily won the 125 Junior Main despite a run in with Steve Carrillo. Carrillo led the show until his machine seized. Trying to get a hand up, got out of the way and off the track, he got in Mamola's line.

Results in Results section.

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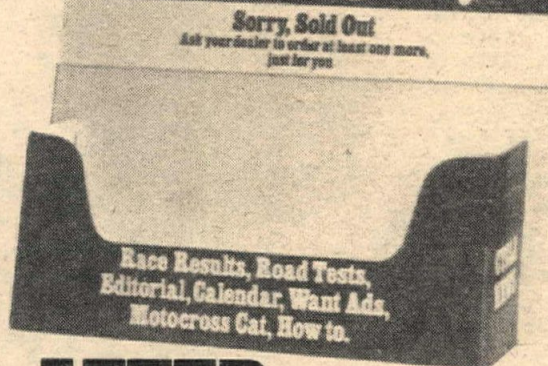


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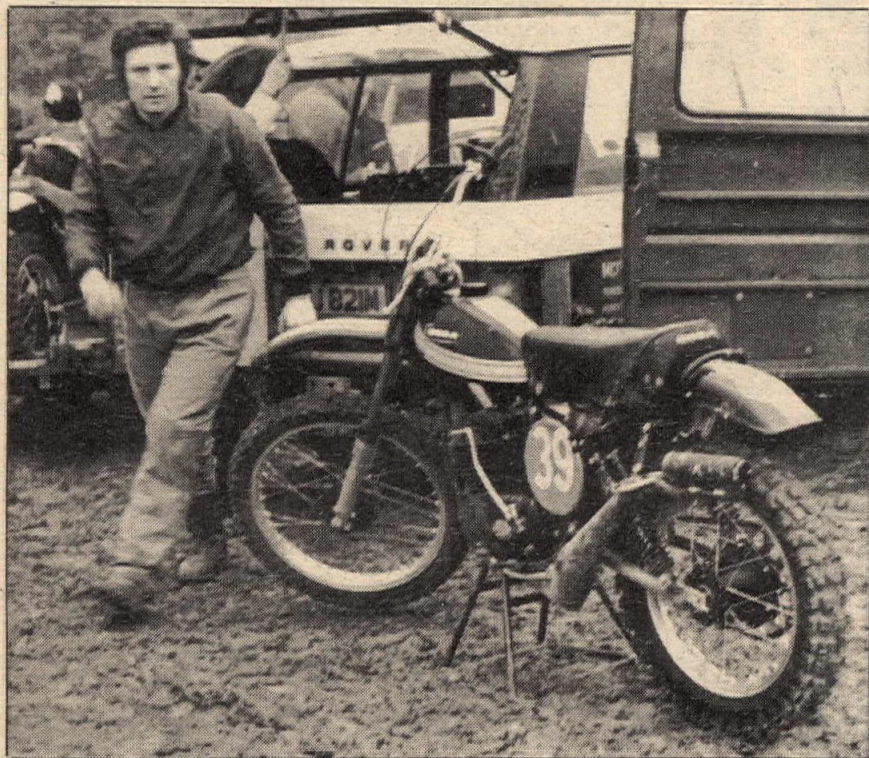
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The really serious machinery

250 motocross GP bikes

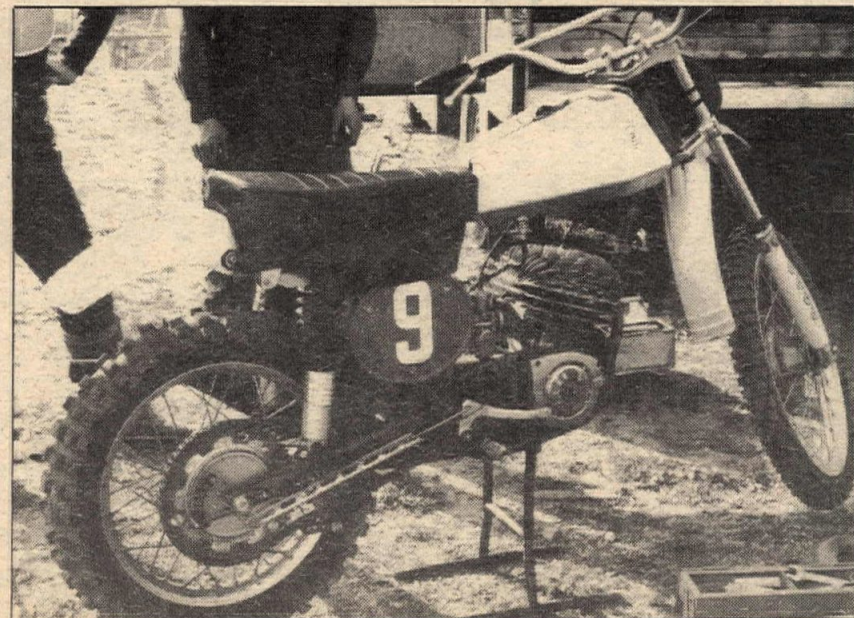
By John Huetter

Reed Valves everywhere and on everything; not necessarily in front of the intake ports. Cantilever, remote reservoir, gas damping, long travel suspensions. Every bike just off Weight Watcher's intense reducing program. Long, long travel forks. Holes in everything giving the visual impression of layered slices of metallic Swiss cheese and Swiss cheese sculpted in the form of brake levers, and torque arms from a bizarre moto-fondue. Stock gas tanks, or stock-appearing gas tanks. The factories are now conscious that everybody in the Great Buying Public is conscious of the difference between "works" and "production" bikes and they don't want them to be. But frames and shocks aren't that visible to the masses at racing speeds. Gas tanks and fenders are visible so the "bodywork" looks stock. The accompanying photos show the weapons the top 250 motocross riders in the world will be using in their assault on the 1974 World Championship.

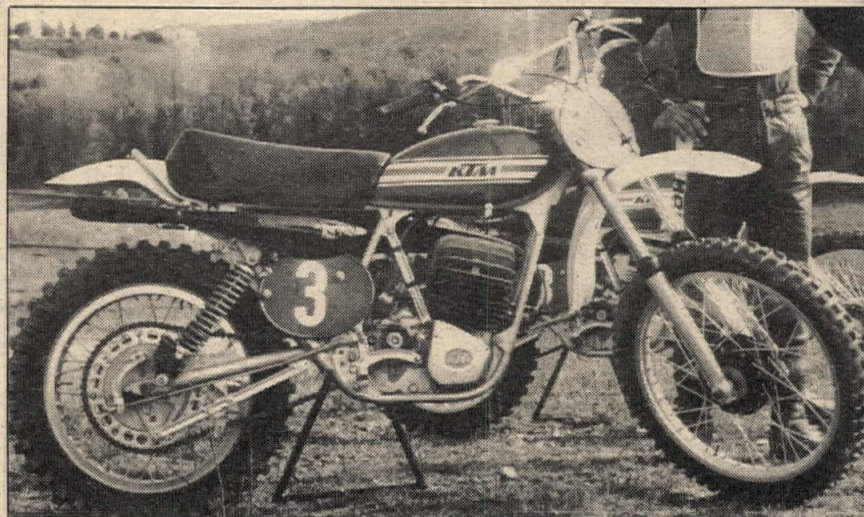


John Banks will ride this Ossa in 250 events. He used inverted reservoir Marzocchi shocks.

A clandestine shot of Rybaltchenko's 250 CZ. You can spot the works barrels because they have only four fins. Even with a 34mm Mikuni and a reed valve, it's probably all the "CZ" stickies on the fork leg protector that really make it fast. D.I.D. rims or shoulderless Akronts are this year's GP standards. —Martin Christie Photo.

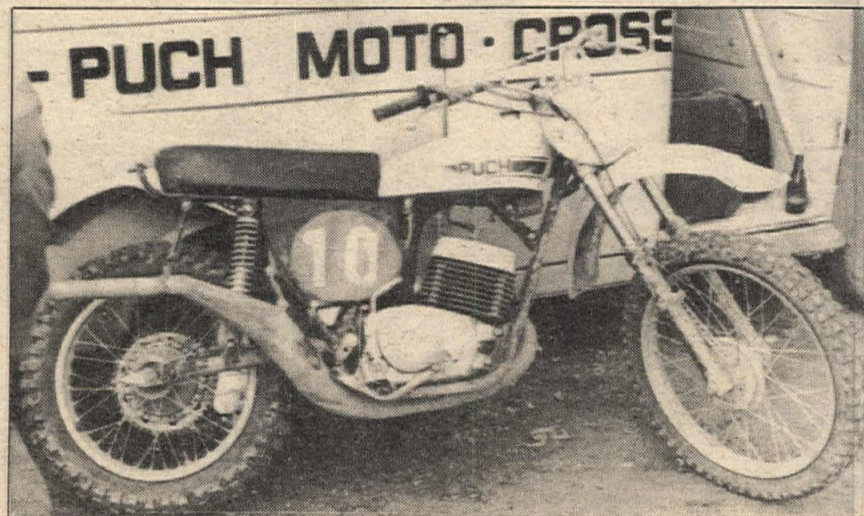


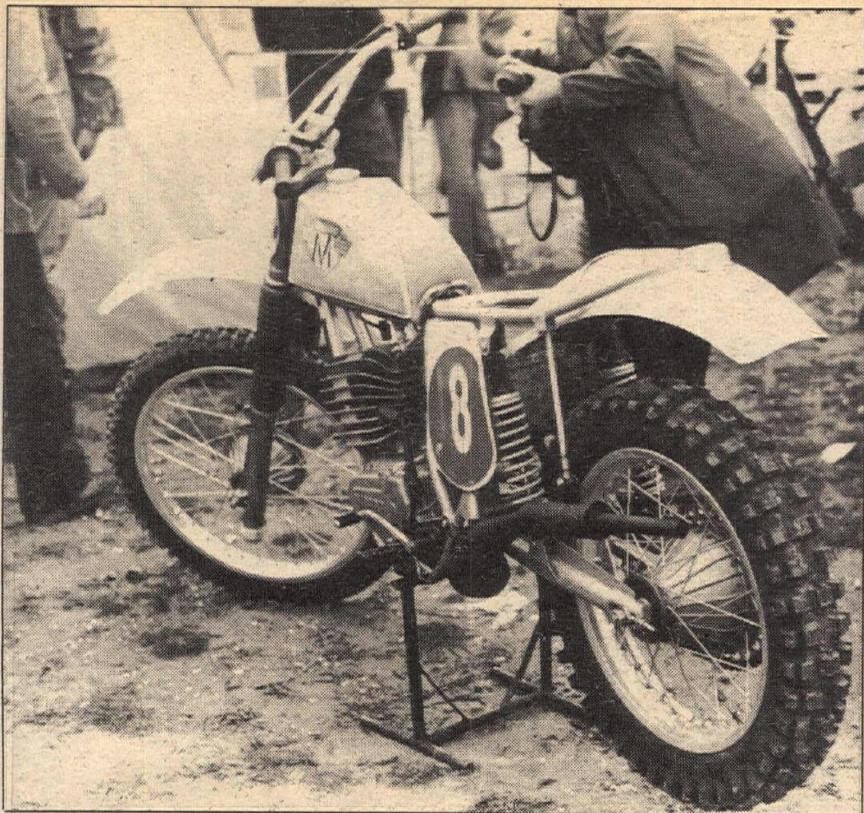
These Spanish Pursangs demonstrated very versatile suspension and great hillclimbing and cornering ability in the mud. They were a little down on power though at only one HP. Riders' helmets are not FIM-approved.



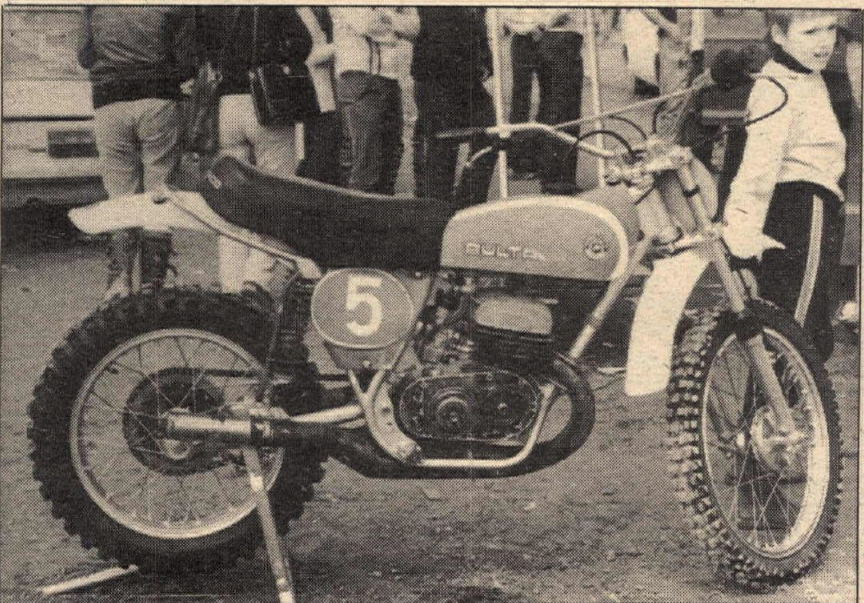
Moisseiev's KTM, that won the Spanish GP second moto with three gears gone, ran with gas Cerianis at the rear and fluid-damped Cerianis up front. Looks just like a Penton, doesn't it? —Martin Christie Photo.

Harry Everts six-speed 250 Puch will rev higher and longer in each gear than just about any 250 racer on the GP scene. The powerband never seems to flatten out. Carb and airbox are shrouded; otherwise it looks fairly conventional, Harry sure makes it go fast.



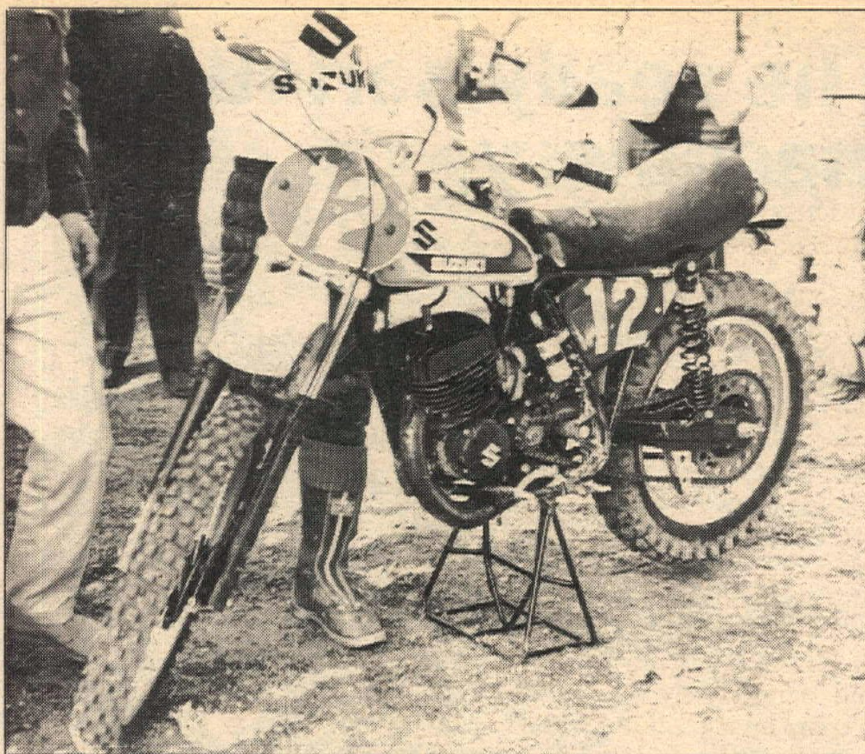
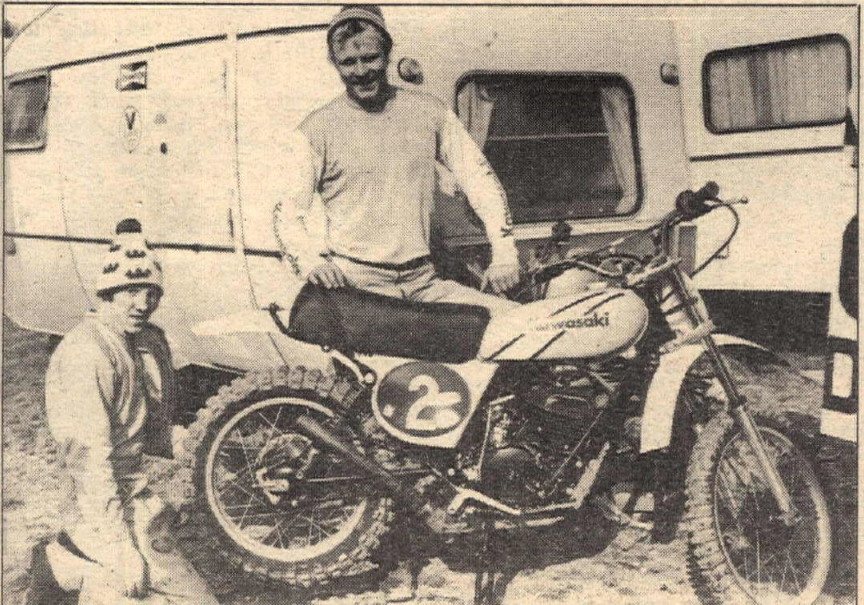


Hans Maisch's 250 Maico looked like a lot of 250 Maicos in the U.S. with forward-mounted, inverted Bilstein shock absorbers — but it was somehow faster than the average 250 Maico. Not too surprising.

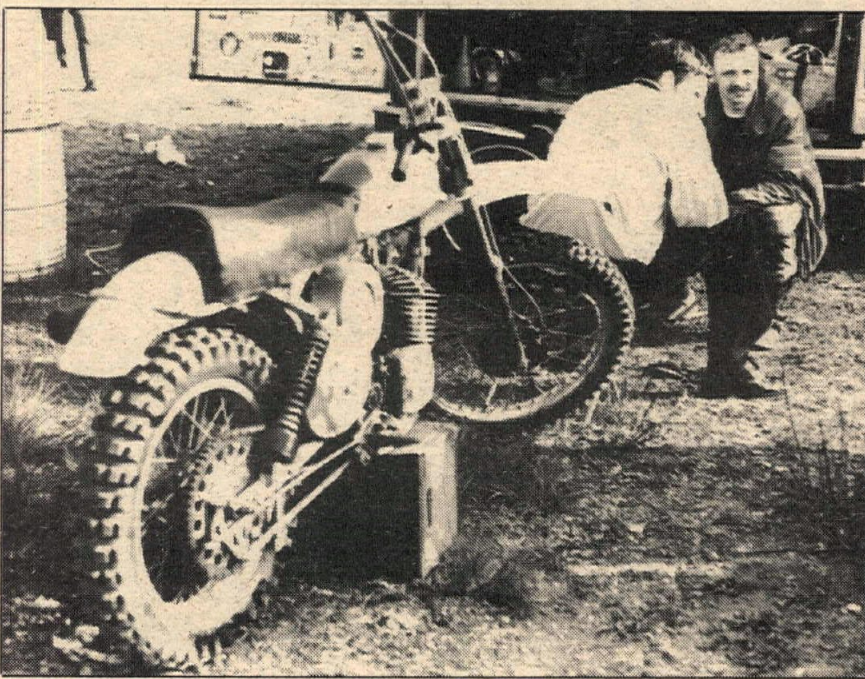


Pomeroy's 250 Bultaco with the Spanish GP first moto culprit, the slipping clutch, exposed to the world. The modified swingarm will be available as a trade-in option on production bikes by the end of the year.

Look at Torlief Hansen's GP Kawasaki and he'll tell you, "Can't you see it has a reed valve, dummy?" It also has specially modified KONIs and uses Kawasaki-designed or, sometimes, Marzocchi front forks. Lars keeps it running — fast.

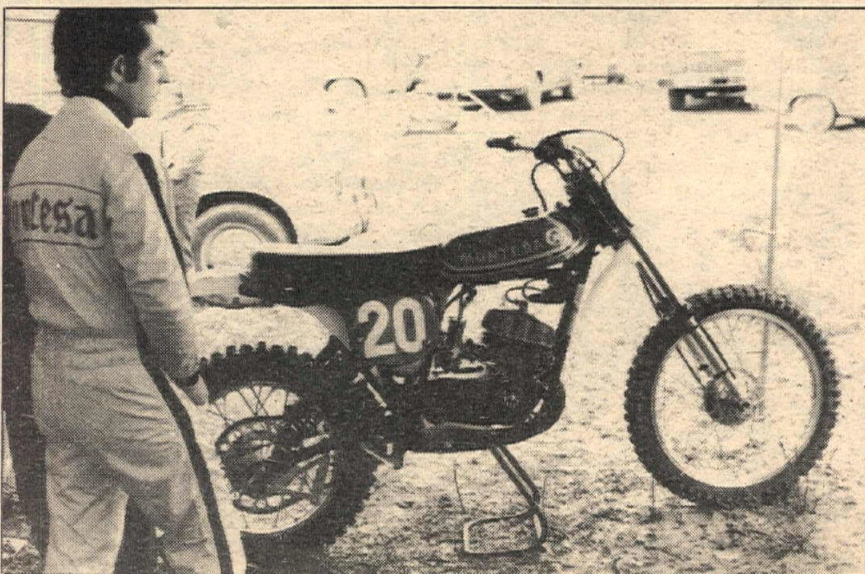


Joel's (That's the former World Champion: Robert) RH Suzuki featured a 40mm Mikuni, Marzocchi front forks, and gas-oil shocks of Japanese design with a remote reservoir. Sylvain Geboers' bike had Marzocchi rear suspension.



Kalevi Vehkonen's GP Husqvarna had the cantilever shocks all the works Huskys used. Bilsteins, gas Girlings and aluminum-bodied Konis have been used. It looks like the Girlings will get standardized.

Raymond Boven won the first moto of the 1974 World Championship on this Montesa. His was the only prototype, the rest of the works Montesas just had the shock modification. Catalan Oton Tena is chief works wrench. He makes Montesas go.





PATRICK NEIL

Ron Pierce, just before winning the 250 GP sprint: "Yamaha were such prudes over giving me support I'm not going to give them credit for the motorcycle anymore. It's a Ron Pierce Special."

Yvon breaks, Reg slows, and Parriot goes

By Lane Campbell
& John Ulrich

ONTARIO, CAL., MAY 12

Buddy and Mike Parriot's father-son Yoshimura Kawasaki team outlasted and/or outran everybody in the premier AFM

300 mile production road race. The faster Yvon DuHamel/Dale Alexander Yoshimura team both crashed and broke, the Reg Pridmore/Marty Lunde Butler and Smith BMW R90S spent too much time in the pits trying to cure breather problems, and the Art Baumann/Ron Pierce BMW (also Butler and Smith entered) broke with a loud clank in the opening laps of the 94 lap endurance run.

After the LeMans start of the "300", it took DuHamel (last off the grid) about four laps to blast by early leader Pridmore. DuHamel passed over 30 riders his first lap alone, and got all 50 other racers by lap four. Less than ten minutes later, Pridmore brought the BMW in for what would be the first of a long series of pit stops to cure breather problems. Mike and Bud Parriott (Yosh 900) moved into second, followed by the Bob Endicott /M. Rosteuscher R90S BMW and the Bob Crossman/Fred Walti Kawasaki 900.

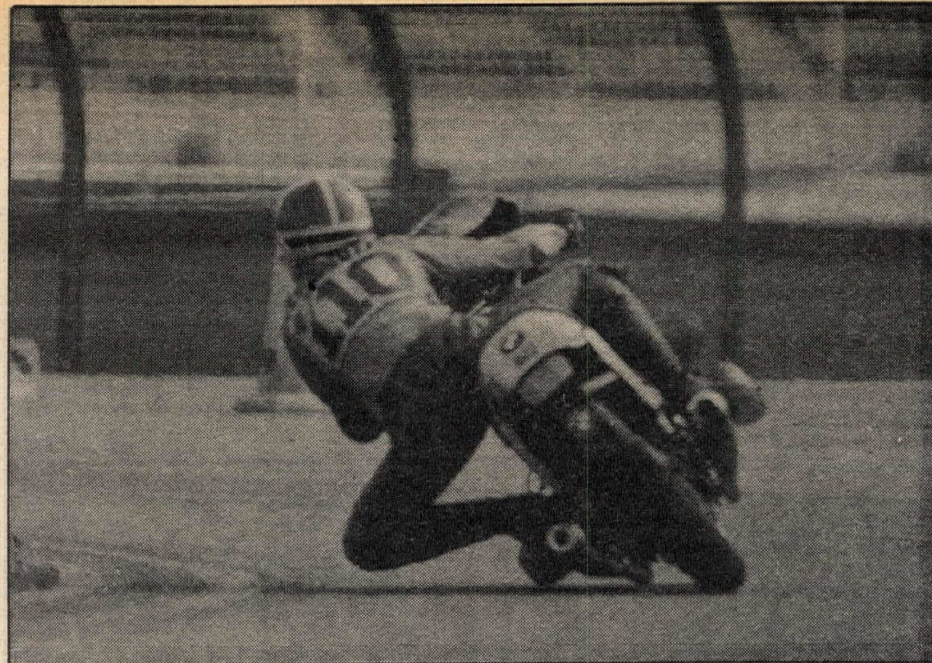
DuHamel put in a 40-minute stint and handed off to Dale Alexander (president of Yoshimura Racing). Alexander continued to press, turning the 3.19 mile course in about 2:20. (DuHamel had been unofficially clocked as quick as 2:14). Then a corner man noticed the

rear brake actuating rod hanging loose on the DuHamel/Alexander machine. For another two laps, the race officials stewed over whether to bring Alexander in, then finally black-flagged him, not because running with no rear brake was dangerous in itself, but for fear the rear brake rod would come off in someone else's line.

Coming in, using the engine as a rear brake, (and a bit too much front brake) Alexander got spit off right into his own pit just as he dropped it into first gear and locked both wheels. Dale was unhurt, but the Parriot Kawasaki went by while the Yoshimura crew cleared the brake rod and fixed a broken ignition sidecover. DuHamel mounted up and took off in pursuit of Parriot.

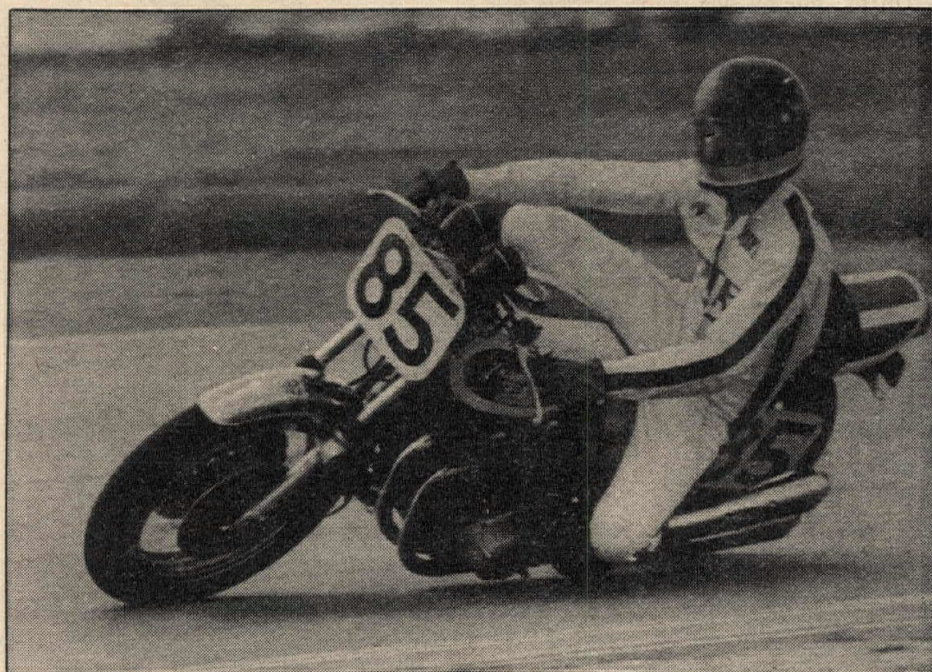
Meanwhile, the Baumann/Pierce BMW had been pushed to the pit wall with a case of "something broke, with a clunk, mechanics won't say what," and the Endicott/Rosteuscher machine continued to circulate steadily around 2:20-2:24 range. A rekindled Pridmore/Lunde team, problems overcome, was busily unlapping itself as the hours ground on.

DuHamel, turning in the 2:17-2:19 range with no rear brake, finally caught Parriot. Both bikes went through another rider change without change of position, then trouble struck the leader



Bob Endicott comes just that far from dragging a valve cover, lap after lap.

Mike Parriot does the splits, herding the great hairy-chested Yoshimura Kawasaki through the infield.



STEVE FRENCH

STEVE FRENCH

again. DuHamel pulled in for the crew to tape and wire up a split throttle assembly that was slipping on the bars (a legacy from the crash), and Alexander went out. Dale put on the pressure to try to retake Parriot until, on lap 87, he pulled in for good with a cracked cylinder spitting oil everywhere.

Pridmore got by the Endicott/Rosteuscher machine and was turning under 2:20 consistently to try to catch Parriot. The Yoshimura crew did some quick figuring, gave Mike the "EZ" sign, and though Pridmore was picking up five seconds a lap, Parriot finished with a 30 second cushion.

Tires had been a worry to all the heavyweight contenders. The Pridmore/Lunde BMW had a slick Goodyear on the rear, while the Endicott/Rosteuscher team stuck with a Dunlop. The Dunlop barely made the 300 miles; it was bald on the right side. Rosteuscher sat back in the paddock grinning as he said, "See, I told you the 398 compound would last."

The Yoshimura Kawasakis had both run on regular Dunlop TT100s, chosen more for their longevity than their grip. Dale Alexander, though he had lost, was not unhappy. Speaking of the loss of the rear brake, he said "I still turned a 2:18...when something like that happens, you start working a little harder."

Sunday's program had opened up with sprints for GP and small Production bikes. In the first sprint, a combined small GP and up to 250 Production mix, Dave Garrotte led wire-to-wire for the Overall and First 250 Production with a 250cc four-speed Ossa single. Steve Zimmerman broke the Italjet monopoly in 50cc GP, riding a bit of living history—a Honda CR 110 twin-cam whose lineage dates back to the mid-sixties.

The second race for 125-200 GP bikes opened up with a three-way nose-to-tail dash between Mike Baeder (leading, 125 Yam), Pedro Gallinucci (charging, 125 Yam) and John Serra (200 Bul, hanging on). Serra eventually dropped off the pace (he had 200 GP sewed up) and Gallinucci, though he closed up repeatedly, never made it around Baeder.

John Tallarico brought a TZ700 to the heavyweight GP race with an as yet unproven exhaust system—a four-into-two collector system built by Burak Bye-Products. The crank was assembled so that cylinders 1-3 and 2-4 fired together in pairs. Fat cross-over head pipes draw the fumes into two chambers whose volume and stinger diameter are matched to the doubled gas flow. Tally had to wait until the race itself to really test the system, as the ignition rotor rubbed the cases Saturday, throwing the timing off.

In the race itself, no one had the horsepower to catch Steve McLaughlin on his new TZ700, though Ron Pierce (250 Yam) began to pressure him in the infield. Pierce's strategy worked, as it forced McLaughlin to scratch harder than he intended, knowing it would be only a matter of time before this destroyed Steve's tires. Sure enough, after Pierce had passed him once, the TZ700 began to behave like a cow on ice skates, a sign that the rubber was beginning to actually melt and flow on the traction surface. Adequate tires are coming, maybe by the Atlanta National.

ONTARIO, CAL., MAY 11

Saturday was to have been a low-pressure fun-and-games day, but the enormity of the organizational task began to overtake the AFM. The sidecars ran Saturday, with the Jim McNeal/Skye Kerley Honda outfit



STEVE FRENCH

DuHamel and the taped-together Kawasaki making up time.

stroking to a fast, smooth win after an initial argument over the lead with the Gerald Jarman/John Gervais team. By about the third lap the winged Jarman/Gervais Kawasaki began to load up exiting Turns 19-20, and the Ross and Milly Ross-Clunis (husband-wife) Weslake chair began to gain ground. Under the white flag they went right nose-to-tail, and Ross-Clunis, anticipating Jarman's balking problem, pulled inside entering Turn 19. With the finish line located between 19 and 20, that put them into a photo-finish drag race to the checker. As they charged at the finish side by side, Barry Seever did a long stretch to give them the flag, and the Ross-Clunis rig ran over his foot! Jarman, slipping the clutch on the Kawasaki, had managed to hang onto second place by about a foot. (Honest, no pun intended.)

What really gobbled up the time Saturday were the qualifying sprints for the 300-miler. As Dick Lewis, AFM President, later admitted, the qualifying could have been dispensed with, as every entrant managed to get under the three minute cut. In fact, most were capable of getting under three minutes from a standing start. For the record, Yvon DuHamel qualified fastest with the Yoshimura Kawasaki at 2:20.5, which was, for him, an easy, no-pressure lap.

Results

- Sidcar: 1. McNeal/Kerley (Hon); 2. Jarman Gervais (Kaw); 3. Ross Millicent/Ross-Clunis (Weslk).
- Cafe: 1. Jack Topper (Hon); 2. Emile Mullick (Hon); 3. Jim Eck (Kaw).
- Superstreet: 1. Ed Unini (Hon); 2. R. Goepfrich (Hon); 3. Fred Eklow (Hon).
- 50 GP: 1. Steve Zimmerman (Hon); 2. Karen Elaine White (Ita).
- 100 GP: 1. Flemming Juliusen (Kaw).
- 125 GP: 1. Mike Baeder (Yam); 2. Pedro Gallinucci (Yam); 3. Steve Smith (Yam).
- 200 GP: 1. John Serra (Bul); 2. Randy Raynosa (Hon).
- 250 GP: 1. Ron Pierce (Yam); 2. Pat Evans (Yam); 3. Whitney Blakeslee (Yam).
- 350 GP: 1. Dave Burchards (Yam); 2. Harry Klinzman (Yam); 3. Wade Killen (Yam).
- Open GP: 1. Chris Lapotosky (Hon); 2. John Tallarico (Yam).
- 125 Prod: 1. Bill Silver (Hon); 2. Jim Lester (Yam).
- 200 Prod: 1. Ed Unini (Hon); 2. Ian Coleman (Bul); 3. Jim Stein (Yam).
- 250 Prod: 1. Dave Garrotte (Oss).
- 300 Mile Hwywt. Prod: 1. Bud Parriot/Mike Parriot (Kaw); 2. Reg Pridmore/Marty Lunde (BMW); 3. B. Endicott/M. Rossteuscher (BMW); 4. Fred Walti/Bob Crossman (Kaw).

"The thrill of victory; the agony of defeat" (Economaki, or somebody).



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250 YZ MONOCROSS

By Jim Gianatsis

When Hakan Andersson won the 250cc World Motocross Championship for Yamaha last year, he did it riding a pretty amazing motocross bike. It was basically a Yamaha 250 YZ which had the frame and rear suspension changed to give the bike close to seven inches of rear wheel travel. It was a novel idea. When the bike first appeared on the grand prix circuit the benefits of a long travel rear suspension seemed obvious, but no one was really sure that the new Monocross cantilever suspension system would work. It did though, and Hakan's World Championship was the result.

The cantilever monoshock motocross suspension was actually the design of Belgian engineer Lucien Tilkens who sold the patent to Yamaha. Maico experimented with the cantilever suspension design and last year Werner Schutz rode a Kramer-sponsored Maico (with works support) that used three dampers mounted parallel under the seat. The 1974 Kramer-Maico has two gas-oil Bilstein dampers in place of the single large damper employed by Yamaha.

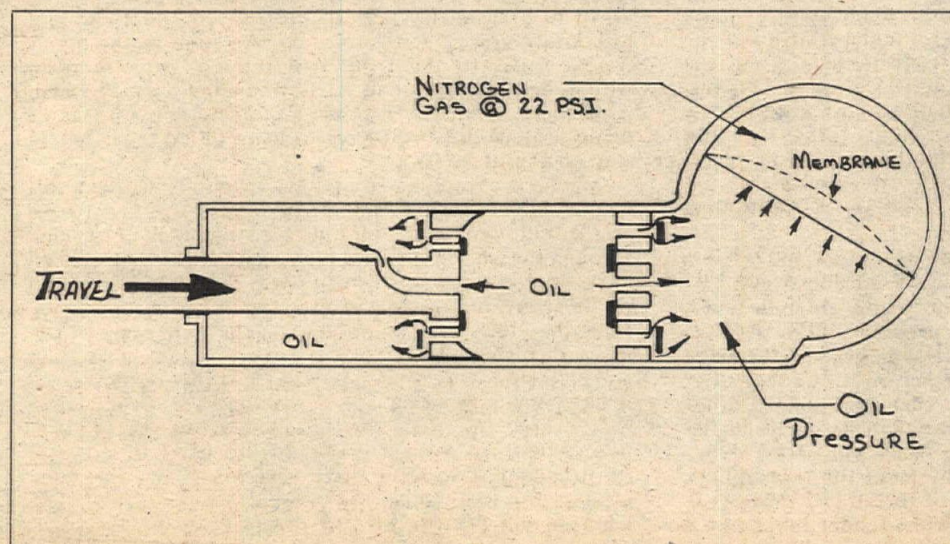
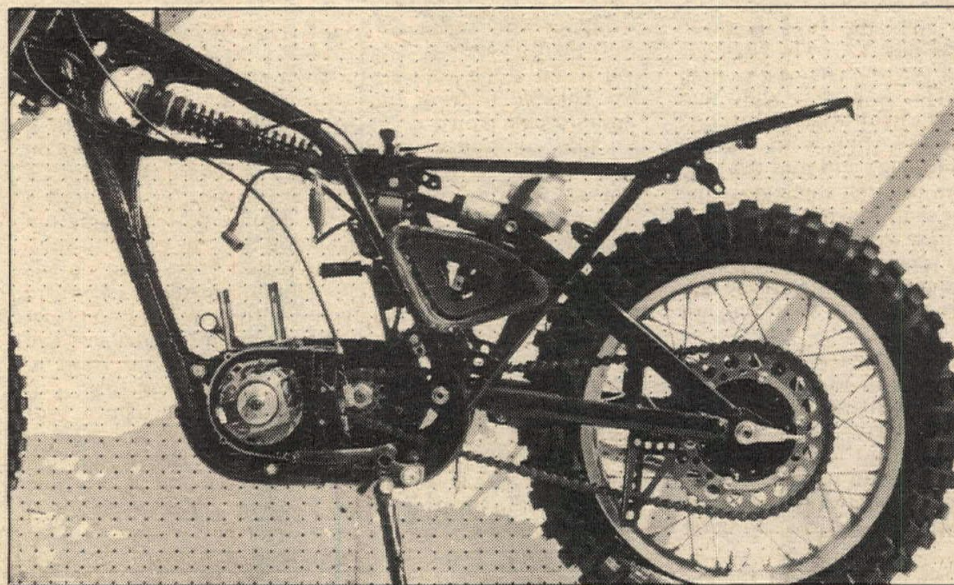
Since no two shocks, which actually work independently of each other when mounted as rear suspension on a motocrosser, will give the exact same damping action, one big advantage of the Yamaha monoshock design is immediately obvious. With only one damper operating, there is no conflict or imbalance in damping rates.

Yamaha realized the superiority of the monoshock over conventional dual rear shocks for long travel suspension system and had the technical ability to follow through on the design. With only one large shock working on a triangulated pivoting rear frame there is no swing arm flex. The monoshock is so much larger than a conventional shock that it is readily able to cope with the stresses involved with a long travel rear suspension in motocross without overheating. Yamaha was also able to design into their Monocross two innovations which conventional shocks couldn't duplicate. One was progressive damping which varies according to impact shock at the rear wheel, rider weight, the speed at which the suspension is traveling and how far it has moved. The other is a rubber membrane, housed in one end of the shock in an aluminum chamber, which has the shock oil on one side and nitrogen gas at pressure on the other, which flexes itself to compensate for the space taken up by the damping rod in the shock cylinder. This means there is no air which can get mixed in with the oil to affect the damping action. The diagrams will better show how the Yamaha Monocross suspension system works.

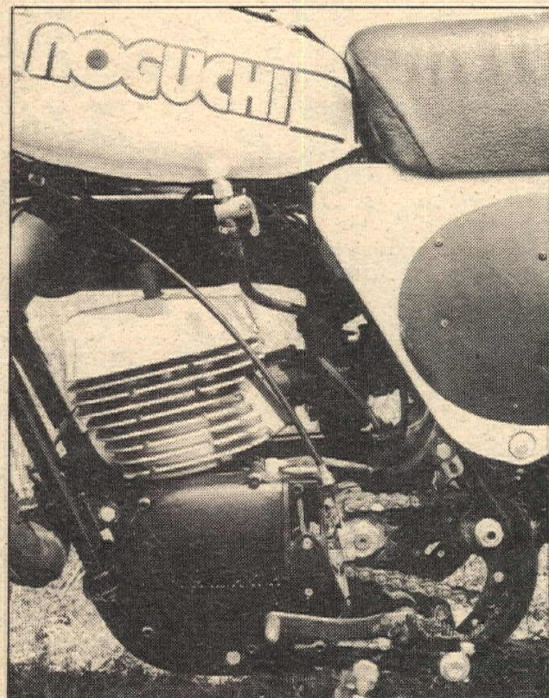
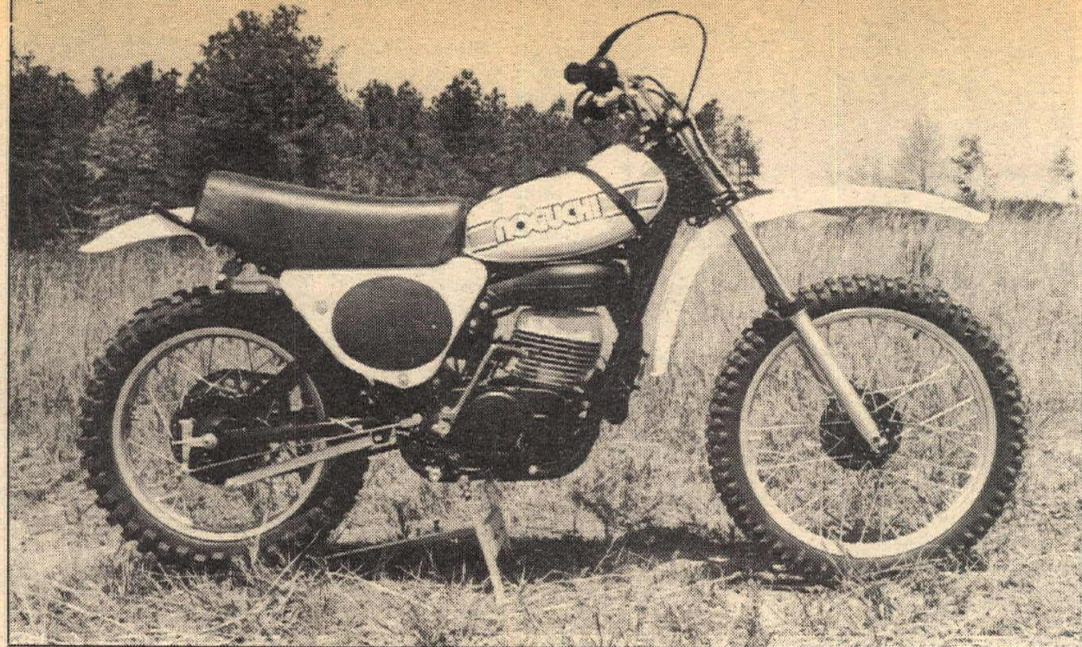
We were really excited about doing a test of the 250 Monocross Noguchi/Yamaha when Dirty Distributing Company informed us that they would be receiving a limited number of the bikes from Yamaha of Japan, through Noguchi. Dirty will be putting the bikes in the hands of top local racers to compete on, and relay back to Yamaha how the bikes hold up under other than factory racing conditions. If the Monocross proves reliable, 250 YZ versions will be available for sale in the states perhaps as early as this fall. The bike we rode was the one which Dirty will be sponsoring Tony Wynn with on the National and Inter-AMA circuit. Tony is one of the fastest 250 riders in the country, and one of our testing sessions was Tony's first ride on the Monocross. He liked it so much that he ran it through a whole tank of gas before we could get him off of it.



Tony Wynn rockets the 250 Noguchi/Yamaha out of a bermed turn. If we could find any fault with the handling at all, it



This is what the Monocross suspension looks like, with the tank, saddle and side panels removed. The diagram shows how the damper operates. A small jolt on the damping rod keeps the spring loaded valves closed and damping action is stiff. Oil pressure from a large jolt will force open the spring valves and the damping action becomes less. The rubber membrane moves back and forth in proportion to the amount of oil forced in and out by the piston.



the front forks which now seem out dated in comparison to the rear suspension.

airborne and the rear end bouncing along behind. The Monoshock is totally different and requires you to handle a rough section like it's a flat piece of ground, actually accelerating across it with the power on full, but not trying to keep the front end airborne. The front wheel takes care of itself, skimming across the tops of the ruts and whoop-des as the rear wheel does all the work.

All the while you're riding the bike, the damping is changing itself to suit the track conditions. On smooth, rolling bumps it stays firm so the bike won't wallow. The sharp impact of a hard bump at high speed causes spring loaded valves in the oil passages of the monoshock to open up quickly and absorb the jolt with minimal damping, then they close back up as the swing arm slows its impact speed and reaches its limit of travel. Return damping is also progressive, depending on such factors as whether rider weight is on the rear of the bike or not, and if the rear wheel is in contact with the ground.

Rough ground in a high speed turn is even more fun because you can leave the power on, or play with the throttle without worrying about the rear sliding out. This is where the bike really amazed us, because it seemed like we couldn't get the bike to reach a limit in fast turns, the rear wheel just sticks. Of the four of us who rode the Monoshocker really hard, and we all have pro licenses, Tony was the only one to fall off the bike once in three days of riding. He didn't do it on our test bike, but on a spare bike that hadn't been set up properly yet. It was apparent to us that we were coming nowhere near the limits of the bike's handling potential on rough ground.

Taking jumps on the Monocross was really fun because no matter how hard the landing impact was the monoshock was able to take it, with the first part of compression being very soft then becoming progressively stiffer as the suspension was used up. There was never any rebound action. It felt like the bike was landing on a pillow. If there is any limit on jumps, it's in the front forks which have a tremendous amount of rake to compensate for the long travel in the rear. When landing, the front wheel can only be a few inches higher than the rear, or when it slaps down quickly the forks will try to flex out instead of compress. The extreme rake is needed though to help the handling when the rear end is not compressed, otherwise handling becomes dangerously quick when the throttle is shut off on rough ground or when braking for a turn. Many people doing the current swing arm modifications to their bikes fail to take things like fork rake into consideration. The bike handles so well that it is impossible to get yourself into trouble without wanting to. Maybe that's why Pierre Karsmakers can ride his Monocross so wildly, heading it every direction but straight, and still stay up on both wheels.

The brakes on the Monocross YZ are the best. Yes they're very sensitive and lock up easy, too easy for most people, but if you don't have the skill to use them without killing the engine or being flipped over the bars in a turn then you shouldn't be on the bike in the first place. Near the end of a long moto, it sure is nice to know that you only have to remove one weary finger from the right grip and lay it on the lever to get the bike stopped. With most other bikes you would have given up using the front brake laps ago. The rear brake is non-floating, but then full floating hubs have seemed to go out of fad like three inch travel rear suspensions. The Monoshock has the theoretically perfect rear brake geometry with straight lines from the swing arm, brake rod, and backing plate torque arm all intersecting at the same pivot point: the swing arm axle. Wheel hop from using the rear brake is nonexistent.

The longer we rode the Monocross the more we liked it. The height of the bike is forgotten and because it is light, it's easy to keep flinging around without getting tired. Even when laid over to the handlebars for a slow berm turn there is almost no work involved. It definitely made a better rider of all of us who rode it, and the faster you ride the Monocross, the better it works.

The only conclusion that can be derived from the test of the 250 Monocross is that this is the one bike that will totally change the sport of motocross. We won't say it's better than this bike, or that one, because at this stage of the game there isn't any other bike can really compare with it. No other manufacturer will readily admit that they have a long travel rear suspension design that really works right for a whole race, and here Yamaha is with a bike that does.

Specifications

Engine	
Bore and Stroke	70mm x 64mm
Displacement	246cc
Compression ratio	(actual) 7.4:1
Horsepower	(approx.) 28@7500
Torque	(approx.) 20@7000
Carburetion	34mm Mikuni
Ignition	CDI
Transmission	5 speed, with multi-plate wet clutch
Dimensions	
Wheelbase	56.5 ins.
Seat height	34-36 ins.
Handlebar height	43 ins.
Handlebar width	36 ins.
Footpeg height	13 ins.
Ground clearance	10 ins.
Weight	(w/half tank fuel) 216 lbs.
Weight bias	.94 lbs. front/122 lbs. rear

Other than the Monocross suspension and the Noguchi/Yamaha works paint job, the bike is quite similar to the presently available 250 YZs. The engine is the same except for some small porting changes to help broaden the power a little. The power is wide and torquey, but the engine has such a light internal rotating mass that it revs very quickly. The trick is to try and shift early so the engine will almost lug and pull the bike smoothly, but that isn't easy. In the first three gears the Monocross will accelerate faster than it can be shifted. A new 4.60x18 Dunlop Sports Senior with ferocious knobs sticking out of it everywhere, now comes on the 250 YZ, but wheelspin is still vicious and it's hard to get enough traction to bring the front end up until you hit fourth gear.

The YZ engine is a marvel. It's derived from the original DT-1 engine of seven years ago, and it is still one of the strongest and most competitive 250 engines around. It is now a highly stressed GP engine though, and it requires continuous upkeep and replacement of parts, that wear out quickly. The piston needs constant replacement, and the gearbox has a reputation for being unable to survive a season of competition. Properly maintained, it's one of the best.

The Yamaha factory teams in the U.S. and Europe have received a bike, dubbed the Mark II, which has a completely new engine design and is made almost totally out of magnesium. Magnesium also replaces many of the aluminum parts on the bike itself to help bring the weight down to the FIM limit of 194 pounds. Our test bike weighed in at 216 with a half tank of gas. Like the production YZs it uses the same hubs, forks, tank and other components. Things like the brake backing plates are magnesium, but the majority of components are aluminum. Steel items like the axles are drilled hollow and bolt heads are dished out.

OK, so we've told you all this neat stuff, but what is it like to ride the most technically advanced and just plain fast motocross bike in the world? In one word, bitchin'. But first, you have to pretend you're five feet ten inches tall and your name is Hakan because it's going to frighten you before you ever get on it. It's the tallest motocross bike there is, more than two inches taller than a Husky at the seat and more than six inches higher than an Elsinore at the steering head. The seven inches of travel in the monoshock really jacks the rear end up, and the seven and a half inches of fork travel throws the front end way out. The works front fender looks like a

snow plow, totally hiding the tire from view, and the strapped down aluminum tank is big for those 45-minute full throttle motos. Tony didn't even think he could get on it, let alone hold it up. When you do get on it, trying to balance it from one side with a pointed toe, the monoshock won't even compress but stays topped out.

Like all Yamahas, pull the enriching valve up on the Mikuni carb and it starts easily. There really isn't a lot of cylinder compression. The engine takes about a lap to warm up because the chrome plated aluminum cylinder really keeps things cool. As you cruise around on the bike slowly, you notice that everything on the Monocross is very precise. Clutch, shifter, brakes and steering all work exactly and with seemingly no effort whatsoever. It's unsettling at first, because you can't feel things like the shift lever moving when you want to change a gear. The travel is approximately one-half inch and the lever requires no pressures other than a foot being under or over it.

Now's the time to start gassing it. Hang your toe under the shift lever and turn the throttle on. Every time you turn the throttle off the gearbox will snap itself into the next higher gear. It's neat, but before you know it you're going faster than you want and there are some bad whoop-de-dos coming up. Better back off the throttle, maybe even dab the brakes a little to get slowed down to a reasonable tank slapping speed, otherwise you just know you're going to endo. As soon as the bike's weight shifts to the front end though, and you're in whoop-des, the back end starts bouncing up and down. Amazingly it keeps tracking a straight line and won't come around, but you have to hang on for dear life to stay on top of it.

Maybe we're doing something wrong. It sure doesn't handle like a normal motocross bike. That instant we accidentally get back on the throttle while bouncing through the whoop-dies and the weight of the bike shifted back. The rear end sure felt smooth. Better go round and try it again, but this time leave the throttle on a little. Hey, that feels even smoother, maybe with even a little more throttle. And that's the secret. Each lap as you go back and run that whoop-de-do section a little faster, making the rear suspension work harder each time, the better and smoother the Monocross works. Finally you've built up enough confidence to tackle it with full throttle and it handles even better yet. It's the same section you used to run on your old bike, much slower, working the throttle on and off to keep the front end

CMC Week

By Alan Shepherd

Two terrible chain-reaction spills, one during practice and the other at the start of the final 125cc Pro class moto, wound up putting

nearly a dozen riders on the injured list at Irwindale Friday night.

One of the two blind spots on the track, the high-speed Bert's Jump, was the site of both crashes. During practice, half-a-dozen riders required medical attention when several riders failed to heed the yellow flag, denoting an obstruction on the course, and plowed into downed riders and machines. The second was totally unavoidable as the leaders locked handlebars on the first lap and went down hard while the pack was airborne.

"That 125 crash was the worst I have ever seen," said CMC President Stu Peters after the event. "I'm surprised, and glad, there were only two injuries that required immediate attention."

Gary Denton, in only his first event as a CMC professional, and Lennie Garten, had burst to the lead in the race only to bump together off the Berts Jump. Both riders went down very hard with Denton receiving the major blows and had to be transported to the hospital with a possible concussion. Cliff Lett, winner of his first pro event six weeks earlier here, was another involved in the pile-up and suffered a broken arm.

No less than eight riders were in contention for the Overall victory and at the top of the list was Bryan Dodge (Hon), who had finished the first two events with two thirds. Before the crashes, the following stars were also in contention: Mark Tyler (Hon), Lennie Garten (Hon), Dave Eropkin (Hon), Denton (Hon), Lett (Hon) and Pat Hubbs (Suz). Mike Bell (Hon) current CMC points leader by a huge margin, was also in contention.

Of them, Denton, Garten and Lett could not make it to the re-start.

Bell had won the first round, then took a 13th while Denton had secured the second moto win, after he had mistaken the last-lap flag for the checkered in moto one.

Tyler won the final event, but still appeared down on power from recent weeks. Despite the victory, Tyler could only take second Overall behind Dodge, whose four-point advantage was too much to overcome, even with a win, since Dodge took a fourth.

Relentlessly closing in on the all-time CMC win mark of 84 held by Tim Hart is Dave Pessy. He won Wednesday night at Ascot in a sweep and was after his 73rd career ace at Irwindale, but lanky Jim West, himself a six-year veteran of the CMC trail, wicked up his factory-backed Husky and snatched the win instead.

West won the first two events while Pessy, on the factory Ossa, took a third and second. While winning the final, Pessy still could not overcome the points advantage built by West, whose second was enough. Chuck Lunde (Mon) had two fourths and a third to garner third Overall easily.

Into the 500 Pros, West also held command until midway through the final moto. His first and second was better than Luke Messer's first and third on the Maico, and West was leading the third race until his engine quit on lap three. Joe Johnston (Mai), a top-three contender and winner of three of the last four CMC night events, then took over second spot Overall while Messer went on to win the final. West eventually pushed across in fifth Overall. His 250cc win, however, placed him as undisputed 10th on the all-time career win list with 32 triumphs. He had entered the night's affair tied with Rex

Staten at 31. Ninth on the list, at 39 victories, is John DeSoto.

It was Joe Johnston's third win in the 500 class at Ascot. In addition for Johnston, the only black racer in CMC history to ever to have won a pro motocross, it was his sixth win in a three-year career.

Sunday, the CMC headed south to Carlsbad Raceway. There, while many of the CMC regulars were at Valley Cycle Park for the Qualifier, multi-ride ace Marty Tripes returned to the CMC win list for the first time since mid-January of last year and he did it rather easily to the 500 Pros, winning both motos on his Husky. Garry Harris (Hus), currently making a strong bid for a comeback, led a three-rider tie for second with Bill Booth (Kaw) and Ron Blanton (Bul), each finishing with six points apiece.



Mike Lacey (Kaw) led most of most of the 250 Jr. motos, effectively dominating and winning the class. Now to get his feet up. . .

CZ — Maico mash out by the Mid-Valley crowd in AME motocross.



Tripes also contended the 250s, but had troubles in the first round and opted not to ride the second. Tommy Croft won both rounds, the first easily and the second only after a very good battle with Ray Topham (Mai), who wound up second Overall with two seconds.

The 125cc Pro, like a week earlier, went to David Williams on a Penton, again only after an eruption in the front running ranks. Bob Stem (Hon) won the first round only to crash in the second, after which he had to work back up to take a fourth. It left him tied with Williams, but Williams' final event victory decided matters.

The High School motocross at Irwindale did not run Friday night because of a forfeit on the part of West Covina. Mark Keppel advances to the Semi Finals to face the winners of next week's winner between Duarte and Arcadia. Mike Follmer, Arcadia's captain, broke a collarbone Friday at Irwindale.

Results — Irwindale

Mini Ex: 1. Ricky Simmons (Hon); 2. Joe Tucci (Hon); 3. Scott Bell (Hon).
Mini Jr Div I: 1. Scott Tipton (Hon); 2. Greg Knight (Hon); 3. Rex Smith (Hon).
Mini Jr Div II: 1. Lynn Worley (Hon); 2. Steve Henson (Hon); 3. Kelly Carlisle (Hon).
100 Jr: 1. Bob Anderson (Hod); 2. Steve Schilling (Yam); 3. Jeff Weideman (Ric).
125 Jr Div I: 1. Eugene Gayo (Hon); 2. Tim McFadden (Hon); 3. John Whitesel (Hon).
125 Jr Div II: 1. Alan Truax (Hon); 2. Mike Bush (Hon); 3. Tom Earle (Hon).
125 Jr Div III: 1. Mark Lawrence (Yam); 2. Dale Denning (Pen); 3. Jim Lowe (Hon).
125 Jr Div IV: 1. Mike McGonigal (KTM); 2. Jeff Ariz (Hon); 3. Ernest Gonzalez (Hon).
250 Jr Div I: 1. Ted Davidson (Yam); 2. Chris Cummins (Hus); 3. Chris Valencia (Mon).
250 Jr Div II: 1. Don Wood (Hon); 2. Paul Fernandez (Bul); 3. Glenn Ferris (Hon).

250 Jr Div III: 1. Jerry Natelborg (Bul); 2. Birdie Greenberg (Bul); 3. Ken Kondos (Mai).
500 Jr: 1. Byron Hendricks (Mai); 2. Kirk Heflin (Hus); 3. Duane Kier (Mai).
125 Int: 1. Tag Turner (Hon); 2. Mark Arsenault (Hon); 3. Bob Marino (Hon).
250 Int: 1. Brad Morrison (Kaw); 2. Dave Foltz (Yam); 3. Conrad Weber (Mon).
500 Int: 1. Gary Lunsford (TNT); 2. Cliff Hicks (Suz); 3. Carter Read (Mai).
125 Pro: 1. Bryan Dodge (Hon); 2. Mark Tyler (Hon); 3. Dave Eropkin (Hon).
250 Pro: 1. Jim West (Hus); 2. Dave Pessy (Oss); 3. Chuck Lunde (Mon).
500 Pro: 1. Luke Messer (Mai); 2. Joe Johnston (Mai); 3. Jeff Jennings (Hon).

AME Week

Friday

By Dale Brown

VALENCIA, CAL., MAY 10

There were a lot of Beginners at AME's Friday night shindig at the Dunes. Especially a lot of fast ones.

Jeff Peltier (Hon) took a commanding lead in the first 250. Beginner moto, won it, then dropped to third in the next moto. With the pressure on, he won the last moto to take the overall win. Rich Russell, who won the second moto, finished second on a CZ.

In the second division of 250 Beginners, Rob Westbrook (Hon) swept the first two motos, riding fast enough for the Junior or Intermediate classes. His machine didn't finish the third moto, so Rick Gill (Yam) won the last one to take the Overall win, ahead of Rusty Hunt on a Yamaha. AME doesn't have a name to go with 82c, the bike that ended up third. (Actually, the AME has a lot of numbers without names. Wonder if some people are racing for free).

Two Beginners in the 125 section should be moving up to the Junior ranks pretty soon. Jerry Coffey and Kelly Dugan, both Honda-mounted, won their respective divisions easily with some heads-up riding.

While we're on the subject of heads-up riding, a couple of other names should be mentioned. One would be Bob Kline (Ste), who always seems to win the 100 Junior division. He did it again tonight with three straight victories over Jeff Drummen (Hod). Jim Tassano will probably be moving up to the Senior ranks pretty soon. He won the 125 Intermediate bash with ease and was leading quite a few of the Experts.

AME President Jack Kell was overheard to remark "only 19 more (Friday night events) to go!" T minus nineteen and county Jack, we hope your Little League teams wins (any girls?).

Results in Result Section.

Sunday

By Chris Hatounian

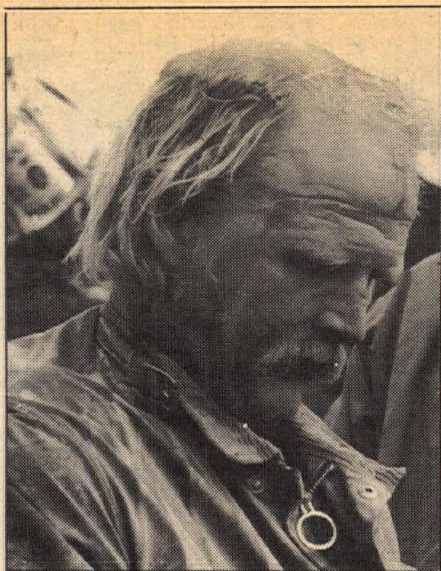
VALENCIA, CAL., MAY 12

Jeff Black (Hon) rode his way to an overall win in the 125 Expert class. In the first moto, Pug Ferrera (Hon) pulled the pack to the first turn with Black in second and Tony Dela Torre (Pen) in third. Two laps later, Ferrera crashed letting Black take the lead for the remainder of the moto. The second moto was the same story except that an intermediate rider, John Tussand (Hon) led the entire race. Black cruised in second and Dela Torre third. Black just took it easy in the last moto because he knew he had the overall sewn up. Pug Ferrera ended up second. Top 125 Intermediate rider and overall winner was Tussand.

Mike Lacey aboard a new Kawasaki clean swept the 250 Junior riders. In the first moto Jeff Shain (CZ) pulled a hole shot on the pack and quickly stretched it out. Lacey was bottled up but just started picking riders off one at a time, finally taking Shain.

The second and third motos were about the same story. Lacey just zapped everybody in a short matter of time. Shain took second overall while Larry Jones (Bul) took third.

Results in Results Section.



STEVE JONES

Last year's winner, Preston Gerber, stomped off his shift lever. It slowed him down to tenth place.

Jackrabbit 100 winner almost crashes it away...

By Marty Gregory

MOUNTAIN HOME, ID., APRIL 28
With a starting point set up around the eastern boundaries of the Bruneau Sand Dunes Park, the terrain involved in the Jackrabbit 100 was what was to be expected of an Idaho Rabbit race... rough! With very few rocky sections but a constant undulation of shifting sands and burned off sage brush snags the course made standing up most the way mandatory. This landscape for 100 miles definitely separated the men from the boys.

From the Le Mans start 255 determined desert racers jumped on their scooters and the race was underway at exactly 11:00 a.m. on a clear and windy Sunday morning. Coming around ahead of the pack on the first lap was Dave Blaylock on a Redline-framed Bul out of Utah. Dave had the jump on the rest of the guys

and, were it not for one slight miscalculation, would have taken the Overall gold. Blaylock roared right through the third checkpoint at the start/finish line on the first lap and this cost him a race.

Right up front and charging hard was Bob Sward of Pocatello, Idaho, on the Coyote-Tail-Equipped Husky from Intermountain Cycle. Leon Sackman on his super-fast KTM 250 was hot on Sward's tail.

Round they went for three 33 mile loops as the track became more defined, riding faster with every lap. Blaylock continued to race although he realized his effort was for naught. Sward and Blaylock were running very close for the final lap and there was much anticipation in the pits as the finish drew near.

Coming in for the checkered flag, Sward pulled ahead of Blaylock who had perhaps come to the conclusion that he was out of it. The final straightaway with spectators everywhere was too much for Sward to resist and he pulled the Husky up into a giant wheelie. Wow! Gas it! I'm winning! And then...

Boing... boing... boing... over went the Husky in a giant cloud-of-dust-endo-spectacular-spectator-freaking-crash!

Blaylock motored calmly by to finish although it didn't count. Sward walked over to his sled (which was laying down idling perfectly - goes to show you what a well-tuned machine is capable of after 100 miles of torture). Getting back aboard, Sward made it to the finish line just ahead of Leon Sackman who, realizing what was happening, was really pouring the coal to the Penton in



MARTY GREGORY

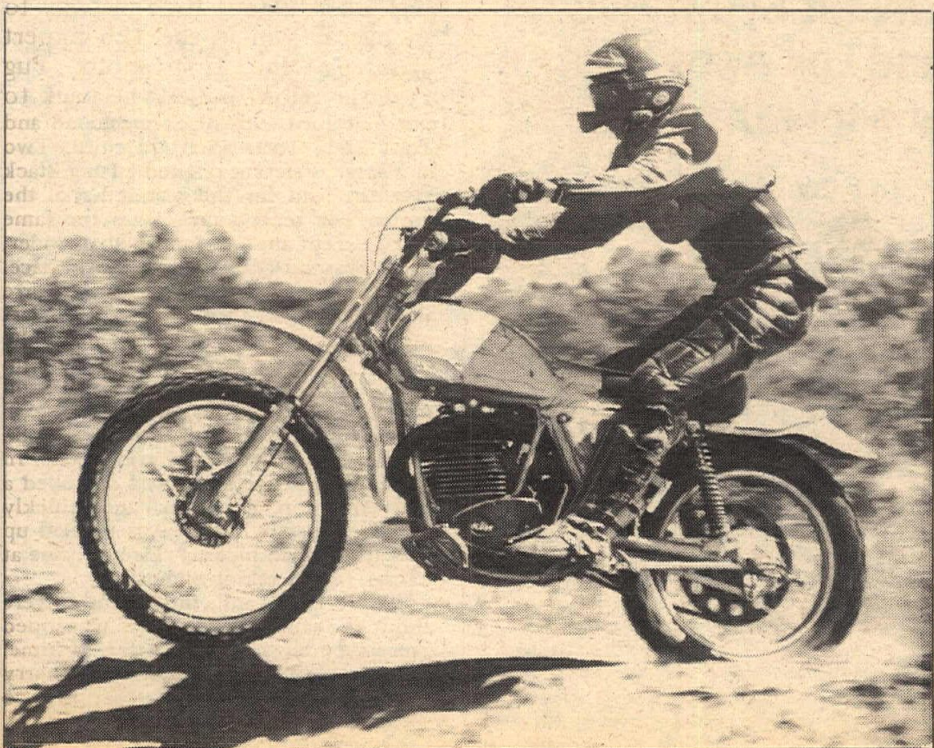
Bob "Coyote Tail" Sward almost lost his win when he crashed for the finish line crowd while trying to impress them with a big wheelie.

an effort to capitalize on the endo of Sward.

The Jackrabbit was over. Sward won in a very dramatic fashion and the beer started to flow. Of the 255 starters, over 150 finished. The Mountain Home Motorcycle Association could breathe easily for another year.

Results in the Results section.

Wow, look at that! That's the trickiest gas cap gasket we ever saw...



MARTY GREGORY



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Garden Grove gets it together: Seven School MX



Greg Sokol (Rancho) and Gary Cheever (Pacifica) dice in a race that, according to the free printed program, they're not supposed to be in together.

By John Ulrich

IRVINE, CAL., MAY 11

Over 150 riders from seven high schools met tonight in the second Garden Grove All-City High School MX put on by the City of

Garden Grove, California Department of Human Services Division of Recreation. The first All City MX at Orange County International Raceway was a disaster. Who gets the blame for the last mess still depends on who you talk to, but this time it all worked. The program started promptly at 7:00 with no major delays in spite of several moto restarts after first turn pile ups.

This race was incorporated into an OCIR program now involving 45 high schools. When the High School MX Series, sponsored by Yamaha, is finished, selected top riders will compete in a special high school race run along with the Superbowl of Motocross at the Los Angeles Coliseum in June.

The racers looked much like racers you see anywhere, but cross ups off the jump in front of the packed grand stands were more common here...can't forget the homeroom tootsies! Machinery not often seen winning motos had a chance in the Novice classes, because the riders in those classes really were Novices...some had never raced before. Six girls rounded the course in various classes, too.

According to Jim Manning, OCIR track manager, the races are being run "underground" without school district involvement or sanction. This avoids liability fears for the schools — the riders compete as individuals who attend given schools, not as teams representing schools.

The riders from Santiago High School won Overall by filling more

slots on the three step winner's platform (just like in the Olympics) provided by Yamaha. From listening to the crowd (the most responsive and enthusiastic in recent local motocross history), it was hard to tell the racers weren't actually on "school" teams. Garden Grove High School's motocrossers seemed to draw the most enthusiasm, but the others (Bolsa Grande, La Quinta, Los Amigos, Pacifica, Rancho Alamitos, Santiago) had partial cheering sections, too.

They even had free printed programs listing the riders, pit passes that worked, and reasonable security personnel. The riders behaved, the announcer knew what race was running, and nobody threw bottles at the dragsters on the strip just over the fence.

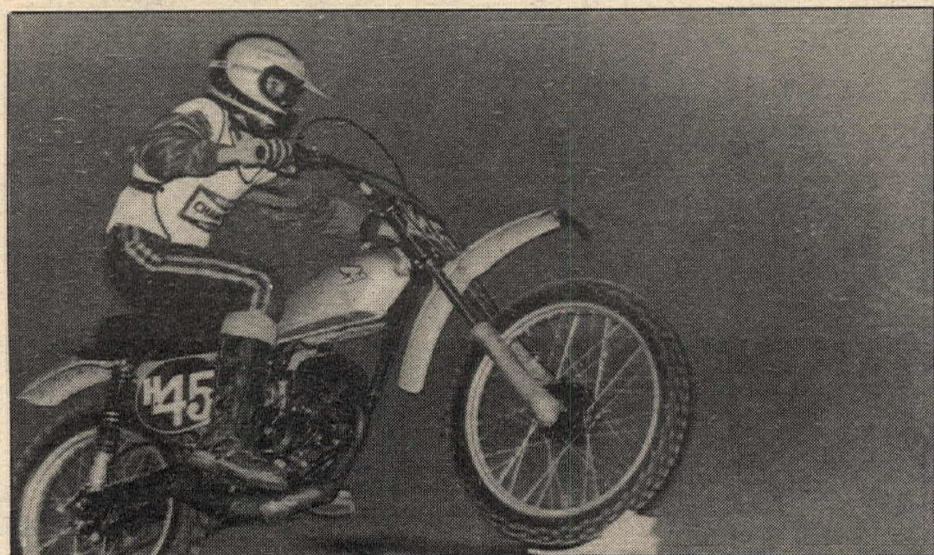
I was impressed.

Results

By Tom Corley

- 100 Nov Div I: 1. Tom Leffler (Rancho); 2. Ed Castro (Rancho); 3. Ed Castro (GG).
- 100 Jr: 1. Bill Scott (Rancho).
- 100 Nov Div II: 1. Rory McRae (Sant.); 2. Derek Smith (Sant.); 3. Corky Robinson (GG).
- 125 Nov Div I: 1. Bob Shaffner (Los Am.); 2. Larry Nelson (Pacifica); 3. Russell Stark (Bolsa G.).
- 125 Nov Div II: 1. Gary Laskowski (Rancho); 2. Rick Umphress (GG); 3. Richard Ruffin (GG).
- 125 Nov Div III: 1. Rob Papas (Sant.); 2. Zack Barrett (GG); 3. Mike Loper (Sant.).
- 125 Jr: 1. Alan Smith (Sant.); 2. Harold Morris (GG); 3. Rick James (Rancho).
- 126-Open Nov Div I: 1. Dean Cognito (Sant.); 2. Tom Hart (Pacif.); 3. John Criswell (Rancho).
- 126-Open Nov Div II: 1. Rick Luce (GG); 2. Doug Remp (Sant.); 3. Dan Schloesser (La Quin.).
- 126-Open Nov Div III: 1. Paul DeGelas; 2. Pater Quaranto (Los Amigos).
- 126-Open Jr: 1. Doug Silverstein (Rancho); 2. Mark Van Camp (Sant.).
- 125 Ex: 1. Warren Reid (Bolsa G.); 2. Joe Rumney (La Quin.); 3. Shane Hawley (GG).
- 126-Open Ex: 1. Randy Blevins (Sant.).

Phil Tignor (Pacifica) flies for the spectators.



Walnut South Hills and Los Altos High School MX

By Tom Corley

IRVINE, CAL., MAY 9

Saddleback Park is now the biggest promoter of High School Motocross races with both Thursday and Saturday night challenges every week at OCIR. Thursday's race proved to be one of the best shoot-outs seen yet; the guys from Walnut, South Hills and Los Altos High Schools really got it on.

One of the most impressive go-fast people of the night was Holliday Cycle's Ted Scruggs who ripped up the track and the 500 Expert class. The competition was easy prey for the Maico ace blasted away and captured the first place wins over Dan Bryson (Yam YZ) and Raymond Wong (Hon).

Another winner was Dave Eropkin's mid shock Honda, riding for Walnut.

Eropkin was whippin' it over the jumps for the grandstand crowd in the 101-125 Expert class over Gregg Harman on a Yamaha.

One of the best races was in the Open Beginner class between Doug Ashley and Bob Hewitt. Ashley had an old Yamaha beating out some far better equipment, smokin' Hewitt at first. He then became psyched out when the guy started yelling at him. In the final moto Hewitt was dustin' the class and then came to a corner when a guy handed him a beer. He then paraded to the finish line like that yet placed third behind Ashley and Jeff Stevens when the Overall points were figured out.

When the race was over a trophy presentation was held in front of the grandstand. Walnut High (home of race mastermind Mike Thatcher) whipped the two other schools. Each school had their own trophy chicks, Jane Miller (Walnut), Jami Cochran (South Hills) and Cheryl Steonke (Los Altos).

The local shops and distributors unloaded the goods for the winners, (Lou Colombo, Molly Blue Products, Cycle Stop, Sweet Duck Suzuki and Jones Motocross Products). HRL (along with their product donations) provided some super trophies.

RESULTS

AMA Nat'l. Championship 49er Enduro

Apr. 21, 1974

SWEET'S WINNER

Cosby Chestnut

125 A

Carl Cranke

Jim Jenkins

Jim Haire

250 A

Cosby Chestnut

George Newsom

Kim A. Proctor

OPEN A

Jack Harkness

Ben Bower

Bob Keys

BONUS TROPHY

1st B RIDER

Ron Cash

125 B

Johann Tam

Clark Frenz

Carroll Hendrix

250 B

Irol Allen

David King

David Cow

OPEN B

Ron Cash

John Moore, Jr.

Robert Anderson

BONUS TROPHY

1st C RIDER

Brad Evans

BONUS TROPHY

2nd C RIDER

Kenneth Alley

125 C

John M. Brain

Jack Szilasi

250 C

Brad Evans

Don Eid

Bert Brundage

OPEN C

Kenneth Alley

Terry Brown

Larry Chapman

TEAM TROPHIES

A TEAM

Golden Gaters

John Nelson

Ben Bower

Cosby Chestnut

Team Motosport

Hawley Slayton

Jim Jenkins

Jim Sparkes

Moto Bullaco

Gerry Hoffer

Bob Steffan

Dave Ekens

B TEAM

Ridge Runners

John Moore, Jr.

David Ow

Ron Cash

Team Riley

Ron Riley

Don Stewart

Cliff Glidden

Miller's Team

Richard Miller

Jay Stradley

Pat McKenna

C TEAM

El Sobrante Stokers

Glenn Topf

Terry Brown

John Turner

2nd PLACE

Gary Howard

Bob Moulton

Jesse Todd

AMA Nat'l. MX Standings May 6, 1974

250

Gary Jones

Can-Am 360

Bill Grossi

Hon 350

Ken Zahrt

Bul 255

Marty Trips

Hus 240

Rich Thorwaldson

Suz 170

Gaylon Mosier

Hon 159

Ron Pomeroy

Bul 150

Frank Stacy

Mai 130

Peter Lamppu

Mon 123

Rich Eierstedt

Hon 110

OPEN

Tony Distefano

CZ 520

Mike Hartwig

Yam 380

Steve Stackable

Mai 340

Bryar Holcomb

Bul 290

Gary Semics

Hus 290

Jim Weinert

Kaw 260

Terry Clark

Hus 135

Mike Runyard

Suz 120

Rex Staten

Hon 68

Gary Chaplin

Hon 60

TT Scrambles Elsinore Rcw. Elsinore, Calif. May 4, 1974

MINI NOV

Mike Peterson

Hon

John Murphy

Yam

Tom Seattle

Hon

MINI AM/EX

Shawn McConnell

Hon

Doug Nicol

Hon

Tim Ochoa

Hon

100 BEG

Rick Marckstadt

Sea

Jim Mitchell

Kaw

125 BEG

Dave Woodrick

Yam

Kevin Hoffman

Mon

Steve Crisante

Hon

250 BEG

Mike Krugh

Hon

Butch Steinke

Yam

Frank McConnell

100 NOV

Greg Faulkner

Kaw

David Hale

Yam

Dan Smith

125 NOV

Gary Kaitukoff

Hon

Stan Kinsey

Yam

Steve Shilling

Yam

250 NOV

Louis Parker

Hon

David Redding

Yam

Ray Hernandez

Hon

500 OPEN NOV

Don Ball

Yam

John Luck

Suz

SPEC NOV

Louis Parker

Hon

John Luck

Suz

David Redding

100 AM/EX

Randy Bird

Sea

Bobby Butt

YZ

250 AM

Skip Crispy

Yam

Eddie Buson

Yam

250 EX

Bruce Reynolds

Bul

Steve Fortune

Yam

Mark Prescott

Yam

500 OPEN EX

Keith Moss

Yam

Mark Reichert

Tri

William Arbaugh

Tri

SPEC EX

Dennis Junker

Tri

William Arbaugh

Yam

Tri

William Arbaugh

Tri

William Arbaugh

Tri

William Arbaugh

Tri

William Arbaugh

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William Arbaugh

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William Arbaugh

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William Arbaugh

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William Arbaugh

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William Arbaugh

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William Arbaugh

Tri

William Arbaugh

Tri

William Arbaugh

Tri

Jackrabbit 100 Mtn. Home MC Assn. Mtn. Home, Idaho Apr. 28, 1974

by Marty Gregory

OVERALL

Bob Sward

400 Hus

Leon Sackman

250 Pen

Cotton Guio

400 Hus

Ed Dolder

400 Hus

Bruce Harris

400 Hus

Mel Thompson

250

Mark Shepardson

250 Hus

Ken Holmes

250 Yam

Chuck Wells

250 Hon

Preston Gerber

350 Bul

125 AM

Tommy Pratt

Dennis Kenely

Larry Burch

125 EX

Clinton Sparks

Tagg Guio

John Sparks

185 AM

Gene Evans

Larry Roberts

Larry Bryan

185 EX

John Harrelson

Dave Barnes

Brock Cromwell

250 AM

Chuck Wells

Lloyd Shaver

Lloyd Shaver

250 EX

Leon Sackman

Mel Thompson

Mark Shepardson

OPEN AM

OD Bower

Mike Hollingsworth

Richard Mashmann

OPEN EX

Bob Sward

Cotton Guio

Ed Dolder

MINI

Richrad Maschmann, Jr.

POWDER PUFF

Sharon Purvis

Short Track Petaluma, Calif. May 4, 1974

by James Brammer

360 EX

RESULTS

Puyallup AMA Qualifier Puyallup, Wash. May 3, 1974 by Jan Newman

250 PRO	Bul
Rick Burgett	Hus
Doug Raines	Mai
Bill Cook	Mai
Gene Smith	Mai
Pete Crandall	Bul
Marv Azar	Yam
Robin Thornton	Hus
Mitch Simmons	Hus
Danny Brown	Bul
No. 484	Bul
Randy Ferre	Hus
Tim Wright	Hon
J. Barney Newman	Mon
Dennis Redmond	Yam
Kirk Severson	Hus
OPEN PRO	Bul
Rick Burgett	Mai
Buck Murphy	Hus
Doug Raines	Mai
Rocky Hardland	Mai
Bill Cook	Mai
Gordon Ochs	Bul
Kim Momb	Yam
Randy Schwener	—
David Crandall	Hus

Motocross Lake Delores, Calif. May 5, 1974

MINI	J. Fox
R. Yetto	R. Rinker
100 JR	K. Byers
B. Mauk	J. Brown
100 SR	T. Bingham
R. Hernandez	125 JR DIV I
M. Byers	M. McGrath
M. Phillips	125 JR DIV II
T. Dittman	R. Boten
J. Kelley	125 SR
M. Eddy	V. Porter
175 JR	J. Burns
J. Murry	M. Dinnis
175 SR	B. Darling
R. Brand	M. Welker
250 JR	R. McGinnis
T. Welker	A. Adams
OPEN JR	J. Vissering
M. Gains	D. Petrunaro
OPEN SR	F. Greigo
S. Bigler	J. Stonecifer

NMA Motocross Valencia, Calif. May 3, 1974 by C. Whiting

PEE WEE NOV	A. King
J. Henry	PEE WEE EX
S. Lenker	M. Koemans

0-61 MOD	9-11 NOV
B. Nelson	M. Mercier
0-61 MOD	12 & OVER EX
S. Hess	0-81 MOD
9-11 EX	A.J. Whiting
R. Wageman	0-81 MOD
9-11 NOV	S. Wilder
D. Best, Jr.	E. Fuller
0-81 MOD	12 & OVER NOV
R. Ryan	J. Ray
0-81 MOD	12 & OVER EX
J. Simons	B. Jones
OPEN P. PUFF	S. Weicberg
JR MINICYCLE	6-8 YRS
G. Schooley	JR MINICYCLE
9-11 YRS	G. Licon
0-110 OPEN	J. Holley
B. Jones	0-61 STOCK
9-11 NOV	G. Licon
0-81 STOCK	9-11 NOV
J. Boykin	0-81 STOCK
M. Nance	9-11 NOV
0-81 STOCK	E. Bridges
S. Ryan	0-81 STOCK
9-11 NOV	P. Hames
0-81 STOCK	E. Torkko
12 & OVER NOV	J. Ray
R. Cazier	0-81 STOCK
12 & OVER EX	J. Holley
S. Randal	

High School Band Benefit MX 395 Cycle Pk. Adelanto, Calif. Apr. 28, 1974 by Rex William Reese

MINI	Joe Spiers	Yam
Richard Thomas	Steve Schmitz	Yam
100	Jim Bingham	Yam
Phil Rue	Bryan Gira	Yam
125 DIV I	Herb Carbaugh	Hon
Gary Praster	125 DIV II	Hon
Butch Wade	Johnny Greenway	Hon
Richard Boten	250 DIV I	Yam
Dave Neis	Jerry Ragsdale	Suz
Mark Clayton	250 DIV II	CZ
Butch Wade	John Greenway	Kaw
Brian Summers	OPEN	Hon
		CZ

Paul Knarb	CZ
Tom Lathrop	CZ
Craig Fowler	CZ
EXPERT	
Von Peterson	CZ
Randy Scott	Mai
Tom Claire	CZ

NMA Motocross Valencia, Calif. May 5, 1974 by C. Whiting

PEE WEE NOV	M. Glem
M. McCoy	PEE WEE EX
B. Schneider	0-61 MOD
OPEN NOV	E. Fuller
0-61 MOD	S. Hess
0-81 MOD	9-11 NOV
E. Fuller	R. Smight, Jr.
0-81 MOD	12 & OVER NOV
S. Boek	R. Healey
A. Bush	0-81 MOD
9-11 EX	S. Hess
0-81 MOD	12 & OVER EX
L. Moorewood	JR MINICYCLE
5-7 YRS	G. Schooley
MINIBIKES	12 & OVER
W. Carpin	0-110 - OPEN
B. Kline	L. Moorewood
P. PUFF OPEN	S. Weicberg
0-61 STOCK	OPEN NOV
E. Fuller	0-81 STOCK
12 & OVER NOV	S. Boek
C. Clark	0-81 STOCK
S. Gross	9-11 NOV
M. Nance	G. Walsh
0-81 STOCK	12 & OVER EX
C. Fromme	

Vallejo Scrambles Vallejo, Calif. May 3, 1974 by James Brammer

100 NOV	Mark Rizzto	Kaw
Gary Pedro	125 NOV	Kaw
Jim Mertens	Mel Maciel McFarland	Yam
125 JR/EX	Mike Riddell	Bul
Steve Brandt	Gary Pietruskiewics	Yam
175 NOV	Dave Elkins	Bul
Eric McKinney	200 NOV	Yam
John Gerhardt	Steve Hageman	Bul
250 NOV	Tom Page	Bul
Rick Garzoli		Bul

Robert Lee	Ric
250 JR	Yam
Joe Hale	Suz
Graig Van Dale	Yam
Rusty Davis	Yam
250 EX	Suz
Renny Bruns	Suz
Bill Bisel	Bul
Marlin Stewart	Yam
360 NOV	Yam
Joe Gondola	Yam
Tom Robertson	Yam
360 JR	Yam
Rusty Davis	Yam
Brian Koga	Suz
John Narvaez	Yam
360 EX	Hon
Phil Carando	Yam
Brian Davis	Yam
Jerry Stonebraker	Yam
500-650 NOV	Mai
Paul Lindlie	Mai
Jim Murdoch	Yam
Tom Hanon	Yam
650 JR	Tri
Willy Morgan	BSA
Fred Mason	Yam
500-750 EX	Nor
Mike Kane	Yam
Duane Yarrow	Tri
Steve Young	

AME MX Valencia, Calif. May 10, 1974 by Dale Brown

MINI	Steve Schmitz	YZ
Dave Ewing	Dave Hale	Hon
POWDER PUFF	Jan Kline	Hon
Kelly Bartlett	Dolly Hays	Pen
100 BEG	Mike Gay	Hon
Jeff Wulle	Mark Raiche	Pen
125 JR	Jim Hale	Pen
Jeff Black	Jeff Wright	Hon
250 BEG DIV I	Jeff Peltier	Hon
Rich Russell	Rusty Morris	CZ
250 BEG DIV II	Rick Gill	Yam
Rusty Hunt	250 INT	Yam
Roy Schrader	Norris Whitmore	KTM
500 INT	Mike Burkhardt	Hon
500 SR	Joel Shedd	Mai
250 SR	Frank Giardina	Mai
Ernie Hendricks	OLD TIMERS	Mai
Wes Sharp	Bill Mitchell	Hon
500 JR	Glenn Wheeler	Oss
500 BEG	Hank Hill	CZ
David Dick	Mike Bergin	Suz
100 JR	Bob Kline	CZ
Bob Drumm	125 JR	Ste
Bob Ramsey	Mike Pillar	Hod
125 JR	Ray Fischer	Yam
125 BEG DIV I	Rusty Biggs	Yam
Jerry Coffey	125 BEG DIV II	Hon
Rob Westbrook	John Forsythe	Hon
125 BEG DIV II	Kelly Dugan	Hon
Ron Maas	Bill Prew	Hon
250 JR	Greg Butzer	Bul
Scott McDougal	Rick Roberts	CZ

AME MX Valencia, Calif. May 12, 1974 by Chris Hatounian

MINI	Bill Carter	Yam
Ed Shad	Steve Shmitz	Yam
Nancy Daggs	Valerie Stephan	Pen
Denise Nuckles	125 SR	CZ
Jeff Black	Pug Ferrera	Hon
125 INT	John Tussand	Hon
Tom Luera	Tom Barnett	Hon
125 JR	Rob Rollins	Bul
Jim Roberts	Mike Pilliar	Suz
100 JR	George Galino	Hon
100 BEG	Tim Keith	Yam
500 INT	Paul Knapp	CZ
500 SR	Tom Claire	CZ
Mike Puckles	Mark Hatley	Mai
250 INT	Mike Hudleston	CZ
Wayne Carlton	Roy Shader	Mai
125 BEG	Brett Allen	Pen
Bill Cyper	Stan Franks	Hon
250 JR	Mike Lacey	Kaw
Jeff Shain	Larry Jones	CZ
		Bul

PP Assn. Mothers' Day Scrambles
Perris Rcw. Perris, Calif.
May 12, 1974
by Rex Reese

100 NOV	Troy Ingolia	Yam
Charles Carrall	Richard Prouty	Yam
100 AM/EX	Mike Minnig	Hon
Doug Nicol		Kaw

World Championship Motocross Czech 250 Grand Prix Holice, Czechoslovakia May 5, 1974 by Martin Christie

by Martin Christie			
MOTO 1			
Jiri Churavy	CSSR		CZ
Antonin Baborovski	CSSR		CZ
Pavel Rulev	USSR		KTM
Torlief Hansen	Swed		Kaw
Miroslav Halm	CSSR		CZ
Gunnady Moiseiev	USSR		KTM
Jim Pomeroy	USA		Bul
Gaston Rahier	Bleg		Suz
Vic Allan	UK		Bul
Anatoli Ortchinnikov	USSR		CZ
MOTO 2			
Jaroslav Falta	CSSR		CZ
Miroslav Halm	CSSR		CZ
Jim Pomeroy	US		Bul
Harry Everts	Belg		Puc
Vic Allan	UK		Bul
Herbert Schmitz	W. Ger		Puc
Raymond Boven	Belg		Mon
Gaston Rahier	Belg		Suz
Pavel Rulev	USSR		KTM
Jiri Festa	CSSR		CZ
250 WORLD CHAMPIONSHIP STANDINGS			
AFTER CZECH GRAND PRIX (six races)			
Jaroslav Falta			55
Gunnady Moiseiev			40
Harry Everts			39
Miroslav Halm			31
Pavel Rulev			29
Raymond Boven			25
Hans Maisch			20
Jim Pomeroy			19
Hakan Andersson			18
Herbert Schmitz			18

250 WORLD CHAMPIONSHIP STANDINGS AFTER CZECH GRAND PRIX (six races)

Jaroslav Falta	55
Gunnady Moiseiev	40
Harry Everts	39
Miroslav Halm	31
Pavel Rulev	29
Raymond Boven	25
Hans Maisch	20
Jim Pomeroy	18
Hakan Andersson	18
Herbert Schmitz	18

Tim McWharton*	—
Jeff Middleton*	Kaw
125 NOV MAIN	YZ
Gary Staddan	Suz
Steve Miller	YZ
George Forte	YZ
125 AM/EX	YZ
Mike Tidwell	YZ
Charles Summers	YZ
Eddie Lawson	YZ
175-200 NOV/AM/EX	Bul
Steve Bales	Oss
Miles Strickland	Oss
Jamie Blunt	Oss
250 NOV MAIN	CZ
Leon Baird	Bul
Jerry Natelborg	Yam
Tim Thibodeaux	Yam
250 AM	Yam
Dave Johnson	Yam
Don Remp	Yam
Don Waffie	Yam
250 EX MAIN	Yam
Scott Smith	Bul
Charles Sonderstrom	Yam
Steve Fortune	Yam
OPEN AM/EX	Tri
John Sprague	Tri
Willie Hockie III	BSA
Mike Boyle	BSA
SIDE HACKS	Was/Yam
N. Monahan/	
L. Van Orsdale	Hon
C. Sanner/	Yam
R. Sanner/	Yam
W. Prescott/	Hon
T. Harney	Oss
350 AM/EX	Kaw
Rich Marquis	Yam
Rich Trait	Yam
Doug Westley	Yam
500 NOV	Yam
Bill Carpenter	Yam
Fred Scurlock	Yam
Hondo Long	Yam
500 AM	BSA
Greg Schweers	Yam
Keith Moss	Yam
Christopher Smith	Yam
500 EX MAIN	Mai
Kirk Redding	Hon
Rich Marquis	Bul
Jim Connally	Yam
OPEN NOV	Tri
Lonnie MartirTri	BSA
Gordon Moore	Yam
Steve Storz	Yam
OLD TIMERS	Yam
NOV	Yam
Al Mattas	Yam
Jerry Proctor	Yam
Jerry Allen	Yam
AM	Yam
Glen Willis	Yam
John Underwood	Yam
Wendell Park	Yam
EX	Yam
Joe Pearson	Yam
Charles Strauss	Yam
MASTERS	Yam
John Siebrandt	Yam
Blackie Lewis	Yam

Cal Expo. Sacramento, Calif. May 10, 1974 by Dennis Greene

SCRATCH MAIN	Mike Rooney
N. Denny	Alan Christian
Ron Smally	HANDICAP
Frank Cook	Mark Eckels
Mike Rooney	Mike Cororan
Rich MacMurray	B. Treehall
FEATURE	N. Denny over
Butch Corder	

D-37 Hare Scram. Randsburg, Calif. May 12, 1974 by Sue Phillips

400 EX	K. McKean	Hus
Art Knapp	Bob Romine	Hus
400 AM	A. May	Hus
D. L. Brewer, Jr.	J. B. Wise	Yam
400 NOV	C. Harris	Hus
C. Tucker	S. Cosner	Hus
250 EX	Doug Winchel	Bul
Jimmy Brown	Wayne Cook	Bul
250 AM	Stephen Greenberg	Suz
Tom Bullock	Dick Winebrandt	Yam
250 NOV	Bob Wadlow	CZ
Ed Rodine	I. Weinstein	CZ
175 EX	Andy Kirker	Yam
Jack McEvoy	Bruce Kude	Bul
100 EX	Monte Lee	Yam
Max Eddy	Mark Zimmerman	Yam
Don Phillipson	125 NOV	Yam
Tim Henry	875c	Yam
Jack McEvoy	100 EX	Bul
Bob Rutten	Bruce Ogilvie	Hod
Larry Roessler	100 AM	H-D
504T	Sandy Robertson	Hod
Russel Jenkins	100 NOV	Hod
325t	Dean Hart	Hod
Wesley Arita	POWDER PUFF	Yam
Kathy Anglin		—

Speedway Irwindale, Calif. May 9, 1974

SCRATCH MAIN	Mike Bast
Mike Konle	Mike Curoso
Sonny Nutter	HANDICAP MAIN
Mike Konle	Bruce Penhall
Keith Tennis	Mike Curoso
Troy McKee	FEATURE
Larry Shaw over	Mike Curoso

Speedway Costa Mesa, Calif. May 9, 1974

SCRATCH MAIN	Mike Bast
Sonny Nutter	Jeff Sexton
Dan Becker	HANDICAP
Jeff Sexton	Dan Becker
Nelson Fonte	Guy Waterson
Don Stubs	FEATURE
Sonny Nutter over	Mike Curoso

TROPHY PICKUP



Each listing \$1.00 per week. Send to Cycle News, Box 498, Long Beach, CA 90801.

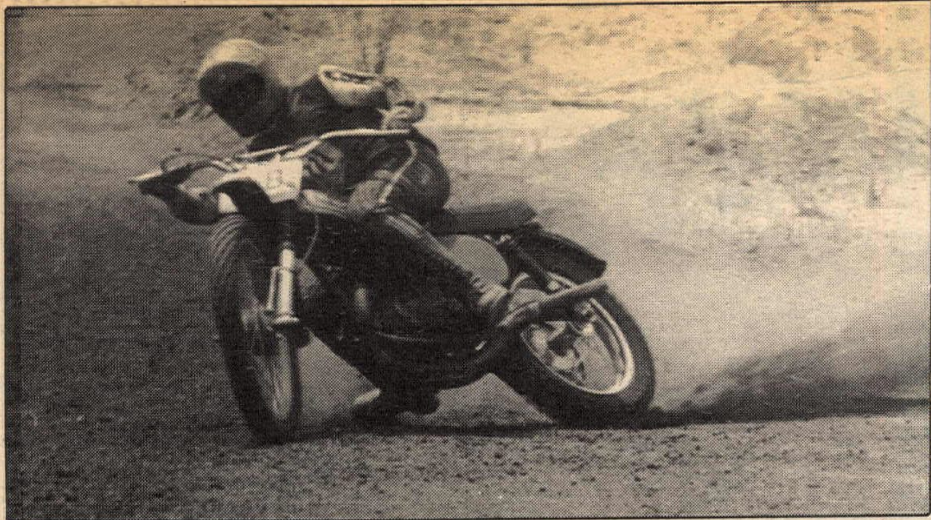
The Invaders M.C. trophies are ready and will be available for pick up in the desert starting May 11 & 12th or call 213-899-5702. (18/2x)

LAST CALL - San Bernardino M.C. Trophies for January Figure 8 H & H. Pick up at Red Dots race May 12th or Forfeit. (19)

DRA Baker to Vegas April 6th trophies. To avoid forfeit for trophies not picked up mail \$2.00 to P.O. Box 2605 & we will mail them.

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SHAWN CULP PHOTO

Whoeee! Montesa VR rider Larry Bird finds a bed of dirty marbles to slide on.

Puff Association hosts fast mothers at Perris

By Rex Reese

PERRIS, CAL., MAY 12

The Powder Puff Association held its seventh annual Mother's Day Scrambles at Perris Raceway with a mix of excitement, joy, pain and pathos.

The scrambles course was very fast and challenging, but it was responsible for many slide-outs and minor get-offs, and one bad endo and two horrifically gawd-awful crashes that sent a few really smashed bodies to the hospital. One spectator had to be taken to the hospital because of appendicitis.

But despite these omens the Powder Puffers ran the show all the way, displaying much courage and determination against odds that might have stopped anyone else.

Diane Connally, Queen of the Puffs, laid out the program so that the lightweights ran in the morning first, with each small-bore class doing the rounds until they were all run. Then the heavyweights came in the afternoon and did their thing, likewise. This was a sure cure for boredom at the track, and kept everybody happy. I mean, how'd you like to wait all day just to do only three motos or heats, or hang around even longer for the final? What the Powder Puffers did today was quick and painless for everybody. More tracks should follow their example.

The turnout was fair, with only 175 riders, of which thirty or so included the Old Timer's Association, who were lured from their normal motocross stomping grounds and onto the fast sliding paths of Perris. Their first general reaction was that of outright terror, because hardly any of them had ever ridden any sort of flat-track, TT or scrambles before in their lives. But by the end of the day all their old shoes were smilin' and slidin', and no doubt would get good if they spent more time at it.

In the 125 Am/Ex's, Mike Tidwell (YZ) and Eddie Lawson (YZ), both sponsored by Yamaha of Montclair, carried on their constant battle with some of the hottest small-bore action of the day. Each moto Mike would have the lead with either Eddie or Charles Summers (YZ) breathing down his neck all the way around the track. In the second moto, on the scrambles section of the course preceding the TT section, Lawson was really cooking it in the lead until he did an endo with his bike spitting him off the track and down a ten-foot embankment into a small pond. It was the same section that would get a sidehacker later in the day, and a jump after that would create the most

spectacular crash of the past five years at Perris.

The 175-200 combined went to Steve Bales (Bul) without too much sweat. But, at the back of the pack, there were shades of things to come in the lovely shape of Dorothy Rowe (Yam) who appeared to be nothing to worry about for the rest of the day as far as anybody might be concerned.

Surprise! in the first heat of the 250 Novices, Dorothy, now on a Bul, comes back to take a very strong third, and boy is everybody surprised! But the scrambles section took its toll on Dorothy as he lost it in a corner and wound up last.

The sidehackers had one hell of a time for most of the day even though only three of them showed up. All day long it was a battle between Norbert Monohan and Leon Van Orsdale on their Yammie-Wasp, against the team of Charles and Robert Sanner on a Honda and Wayne Prescott and Thom Harney on another Yammie hack.

Things were going their natural ways in the hack races so well that nobody was prepared for any sort of tragedy. On about the last lap the hack team of Prescott and Harney overshot the last turn of the scrambles section and fell down the ten-foot embankment, crashing into the pond. Before the big number came up, the monkey managed to bail out, leaving the captain to go down with the ship, literally. While the passenger was able to get away with only a couple of bruises, the pilot sustained a compound fractured arm and had to be rushed to the hospital. This was the bottom bummers for the day...until later.

It was during one heat of the Old Timers class that the worst crash took place. Apparently one rider flattened a tire before hitting the final jump of the scrambles course. The flat made him lose control going over the jump, and the resulting effects sent him crashing full-force into a lady spectator. She caught the bike squarely in the chest and head, throwing her about twenty feet back. A man was also hit, and received a broken ankle. The lady had probably sustained a concussion, a broken arm, numerous lacerations and possible internal injuries. The unfortunate rider broke his ribs, collar bone and shoulder. This was the absolute worst accident that had ever happened at Perris. This incident should point out what can happen to spectators when they get too close to the action.

The Arizona desert is a fine place to road race...

Story & Photos by Philip Briggs

PHOENIX, ARIZ., APRIL 21

"Well, that was nice," my lady said. We're headed home in our truck, got the stereo and the air on, the baby's asleep, and we're sippin' a cool one. Nice? Funny way to describe a bike race. "Why nice?"

"Well, the racing was exciting, but besides that we got to park right on the edge of the track so I could see and had all the comforts, the sound and the announcing were good so I could keep up with the action, and it was a beautiful day."

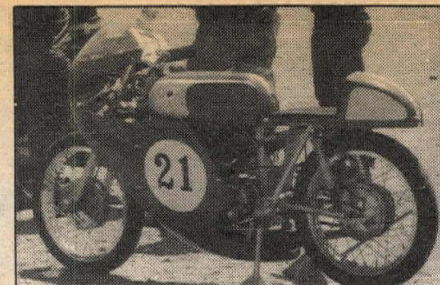
"Yeah, you're right, it was nice."

We'd been to see Arizona's first motorcycle road race, at least in recent times, at Mel Larson's Phoenix Raceway. The Raceway is a multipurpose racing complex, with a 12 turn, one and a half mile road course using its drag strip as the front straight. Spectators can sit in bleachers or park trackside but are confined to the first quarter mile length of the strip. Due to the dead flat terrain the entire track is visible from this area. The semi-spacious pits are just across the way, there's a nice two story timing stand, snack bar, and flush toilets! Practice, qualifying heats, and the features ran off with military precision. The flagmen/cornermen are members of a semi-professional group, the Phoenix Fire and Safety Team who handle similar duties for all the USAC and SCCA events plus the local half mile/sprint car track. All corner crews are equipped for fires, and are linked via telephone to each other, and the tower. A professional operation throughout.

On the other hand, the racers were strictly amateur. By the time practice started, only 31 had signed up, and except for a half dozen from California and Colorado, it was their first time on a road course. The program called for two divisions, production and modified, with four engine classes in each. Five lap heat races were to select the entrants for two 10 lap features. With the small entry everyone still running got to race both their heat, and the feature.

Machinery was highly varied, ranging from a 250 Ducati single to Z-1's, and a ratty X-6 Hustler to a clean, well prepared TD1C Yamaha. There was even a 250 Elsinore in drag. Most of the riders were on cafe racers, and most of those were 750 Hondas or Kawasaki triples.

The production feature was interesting from its David and Goliath scenario. Stan Johnson on a 750 Kawasaki, and Donald Tointon on a 350 Yamaha duked it out for most of the race. Stan would run off down the straight, and Don would work up on him through the swervery. By turn six or so Don would close, worry Stan



When's the last time you saw an Ossa like this?

through the twisties to turn 12, and then get left down the straight. This went on for eight laps till Don dropped it in turn ten. On the next lap Stan's bike pulled up lame, and John Danley, who had been riding a conservative third, inherited the lead, and the win. Kawasaki triples were ubiquitous in this race, with 750s taking the top three Overall.

Between the features two men on three wheels (same bike, an ex-Braverman Kaw., different cast) put on an exhibition. First the battery was dead, 10 minutes later the metalflake monkey cage stuttered out on the straight and died in front of the spectators. Push. Sweat. Swear. Tow with the fire team jeep. Break the rope. New rope. Tow. Retreat to the pits. Oh Bob, wherefore art thou?

The modified feature was perhaps the best of the day. Sixteen riders dragged it off the line on the flag; most on Honda cafes. By the time they'd sorted out Cliff Allison on a 250 Yamaha TD1C was in the lead, and Paul Johnson on a 500 Honda cafe was in hot pursuit. Cliff proceeded to run away from all those hairy chested cafe racers and their funny seats and four in to one's. Unreal. They couldn't even catch up on the straight! Cliff built up his lead throughout the race, and was lapping the pack by the checkered. Paul's 500 humbled many 750s, and damned if 48 year old Harry Wilcox on the Elsinore didn't finish fourth. Harry has his bike setup for quarter miles with a fat nineteen up front, and was out for a lark. He was tucking under the paint on the straight in the best road racer style, but with those longhorn bars looked more like he was staked down on an anthill.

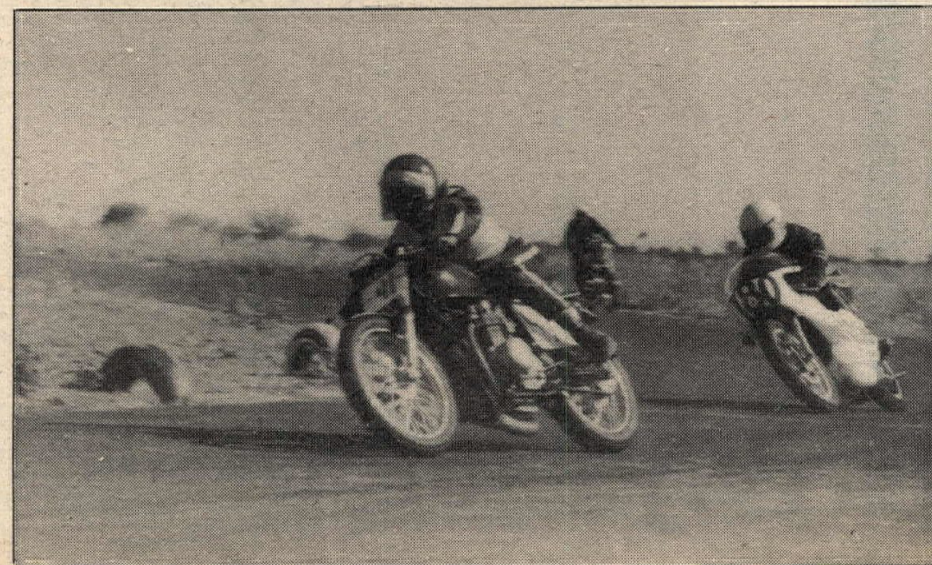
The management at Phoenix Raceway feels the time is right to run informal, friendly road races, plans two more this spring, May 19 and June 9, and a full series next fall. They may be right — surely the burgeoning cafe fad can support events where riders can get it on like their mud slinging friends. The pavement scene is definitely more gentle, but the ego trip is similar, and I know for sure the pit tootsies are the same. The equipment costs more, the get offs are worse, and the spectating is nice.

See you there.

Results

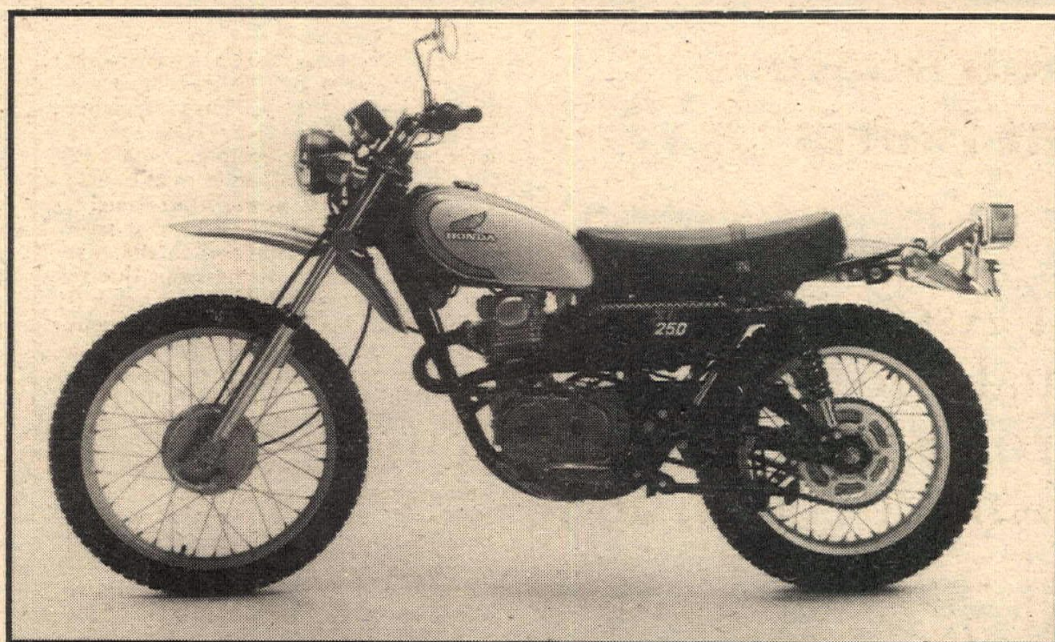
PRODUCTION: 1. John Danley (750 Kaw). 2. Ken Scott (750 Kaw). 3. Joel Johnson (750 Kaw).
MODIFIED: 1. Cliff Allison (250 Yam). 2. Paul Johnson (500 Hon). 3. Jack Doverspike (750 Hon).

Paul Johnson (500 Hon) is about to get zapped for the modified race lead by Cliff Allison (250 Yam). The guy in the background is riding an Elsinore with TT tires, and finished fourth in front of Z-1s and Honda 750s galore.



1974 CYCLE NEWS POLITICAL ENDURO

Win this bike.



American Honda will deliver a brand new XL250K1 in September 1974 to the Sweepstakes winner in the 1974 Cycle News Political Enduro. It all started last week. Here's the latest checkpoint.

Checkpoint Three, May 22, 1974

Write to your state's governor and tell him how you feel about No Fault Insurance (NFI) plans that include motorcycles. Ask him how he feels about NFI bills which include motorcycles and ask him why he feels that way. Mail your letter to your governor May 22, and send Cycle News, Department Political Enduro, Box 498, Long Beach, CA 90801 a copy postmarked May 22.



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CYCLE NEWS

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REGULARLY SCHEDULED EVENTS

Attention Promoters

Place your listing for your regularly scheduled events here. Just send your copy (40 words max) and a check for five issues (\$25.00) to Cycle News, P.O. Box 498, Long Beach, CA 90801. 213-427-7433 or 636-8844.

Every Saturday

Moreno Valley M.C., MX all classes, Gate \$3., Race Entry \$5. Sign in: 7:30 a.m., Race: 9. Min. 33% nice trophies. De Anza Cycle Park, 15 mi. east Riverside on US 60, Take Theodore off-ramp to Ironwood & follow signs. Info: 714-653-2633 or 714-735-1301.

Every Saturday Night

Elsinore Raceway TT Scrambles. Gates open 4 p.m., sign-up 5 to 7:30, practice 6:30, race 8. Admission \$1.50, race \$2. Camping Free. Sunday practice \$1 per bike, silencers required. 714-826-2386.

Every Saturday

MX - Corona Rcw. Natural terrain. Contingencies - 30% trophies, 100% payback Sr. Gates 8:30 a.m., prac. 9, race 10. Gates: \$2, Entry: \$3, Sr: \$8. Non-member entry: \$5. R.A.C.E.: Membership: \$5. (not req'd). Silencers required. Beg-Nov-Int-Sr-Mini-Oldtimer (32+). 18 yrs. bring parent or notarized consent from parent. Corona Raceway, Fwy. 91 at Buchanan, Corona, CA. 714-689-1913, 735-1705 or 688-5484.

Sunday MX

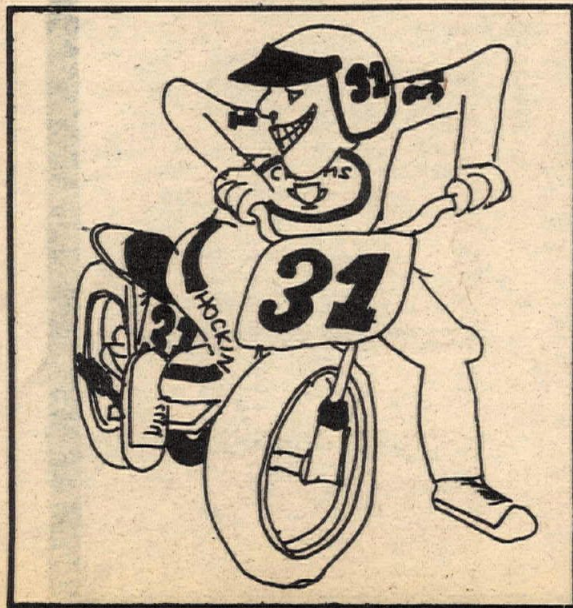
Valley Cycle Park, Moorpark. Motocross AME 1st & 3rd Sun: CRC 2nd Sun; NRA 4th Sun. All classes, prac. 8 a.m., race 9 a.m. Open 7 days. 470 acres open riding. Phone: 805-529-9546.

Every Sunday

Motocross - Rawhide Park. All classes. 100% payback to Experts. Gates open 7 a.m. Overnight camping. Between Perris and Elsinore on Hwy. 74, 2 1/2 miles east of Hwy. 71. Open riding on 840 acres every day from dawn to dusk. (714) 689-0871.

Motocross Every Sunday

San Francisco Champion Raceway, AMA Motocross. Open 6:30 a.m. Race 9:00. Bonus Trophy payout. \$5. pre-entry, \$7. post entry. Saturday practice. In San Francisco, on Bayshore (101) Frwy., directly across from Candlestick Park. Info: (916) 351-0271. P.O. Box 13027, Sacramento, CA 95815.



STEVE NOYES

CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsibility of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number

Correction

OMRRA ROAD RACE
Previously shown in error as May 19. Correct date is May 26.

Wednesday, May 15

CMC NITE MX
Ascot, Gardena, CA. Rider med. cov. 200% pro p.b., Jr/Int. ride 3 motos, mini class (-16). \$5 entry at track. Pits open 4:30 p.m., race 7, race 7:30. 213/321-1610 or 323-9710.

NITE FLAT TRACK, TT
Corona Rcw., Corona, CA off Hwy 91. Open 5:30 p.m., prac. 6:30, race 7:30. Sandak 714/970-5220.

NITE MX
Portland Int'l. Rcw., West Delta Pk., Portland, Ore. Sil. rtd. 503/285-6635.

CMC NITE MX
South Bay Pk. Spdwy., Otay Mesa, Chula Vista, CA. 200% p.b. to pros. Sign 4:30 p.m., race 7:30. 714/420-7414.

SPEEDWAY
OCIR, Irvine, CA. 8 p.m. start. Also Saturday Stu Morley Spdwy. Scho. 714/838-3093.

NITE SHORT TRACK
El Toro Spdwy 1-405 to El Toro exit. Minis thru 350cc, Open 5 p.m., race 7:30. 714/530-0324.

Thursday, May 16

TT & FLAT TRACK
Trojan Spdwy., 5601 Southern Ave., Southgate, CA 90280. 100, 125, 175, 250. Sign 6-7:30 p.m. 213/861-4324 or 213/923-9132.

CLASS A SPDWY.
Irwindale Rcw., Irwindale, CA. Spectators \$3/\$2/\$1 Adults/Juniors/Kids. Under 8 free. Program begins 8 p.m.

CMC NITE TT & HALF-MILE
Ascot, Gardena, CA. 200% pro p.b., rider med. cov., mini class (-16). Class C tires & leathers rtd. for half mi. \$5 entry at track. Pits open 4:30 p.m., race 6, race 7:30. 213/321-1610 or 323-9710.

R.A.C.E. NITE MX
Corona Rcw., Corona, CA off Hwy 91. Open 5:30 p.m., prac. 6:30, race 7:30. 714/970-5220.

Friday, May 17

D-36 NITE SHORT TRACK
Fremont Rcw., Fremont, CA. All classes & minis. Sil. rtd. \$3 ride or watch. Open 3:30 p.m., prac. 5, race 6:30. 415/327-4461.

CMC NITE SHORT TRACK
Triple M Spdwy., Marysville, CA. Leathers, silencers, Cl. C traction, CMC lic. rtd. All classes. Sign 5:30 p.m., race 8. 916/674-3547.

CMC NIGHT MX
Irwindale Rcw., Irwindale, CA. Entry \$5 all classes. 200% pro p.b. Open 4:30 p.m., sign til 6:30, race 7:30. CMC lic. rtd. \$3,000 med. cov. 213/334-4949 or 714/557-3323.

AMA HALF-MILE
Ascot, Gardena, CA. First Annual ND Regional Championship. \$3000 purse. Prac. 6:30 p.m., race 8. CN Conting'cy. \$25 to 1st/2nd/3rd ea. class final.

NMA NITE MINI MX
Indian Dunes, Valencia, CA. Sign 6:30 p.m.

AMC NIGHT MX
Orange County International Raceway, Irvine, CA. Open 5 p.m., prac. 6-7, first race 7:30. Members \$5, \$10 Expert, non-members \$2 extra. 100% payback. 714/832-4555.

AMA PRO TT
\$1500 purse. Clackamas, Ore., 13500 S.E. Lawnfield Rd. Oregon Sidewinders M.C.

D-36 SCRAMBLES
Vallejo Spdwy., Vallejo, CA. Class C traction, sil. rtd. 92db limit, meter on grounds. Minis, too. Sign 5 p.m., prac. to 6:30. 707/644-0741.

D-35 SCRAMBLES
Porterville, CA., cor. Olive St. & Doyle St. 805/784-4564.

CLASS A SPDWY.
Orange County Fgds., Costa Mesa, CA. Open 6:30 p.m., race 8:15.

AME NITE MX
Indian Dunes, Valencia, CA. International Course. First race 8 p.m. 805/259-8000.

NITE SHORT TRACK
El Toro Spdwy

May 18-19

SCTA BIG BEAR TWO DAY TRIAL

D-26 MOTOCROSS
Manning Cycle Park, Layton, Utah. Iron Ponies. M.C. 702/376-3568.

Saturday, May 18

MOTOCROSS
Moreno Valley M.C. De Anza Cycle Park.

Sign 7:30 a.m., race 9. \$5 all classes. 714/653-2633 or 735-1301.

HIGH SCHOOL MX
Susanville, CA. Nine schools hosted by Lassen High. 916/253-2626.

BRA LUCERNA 250
Tijuana-Mexicali Rd., between Mexicali and La Rumorosa, B.C., Mexico. \$200 entry to B.R.A., P.O. Box 1803, Calexico, CA 92231. Memb. Rqd. Pre-run after May 3. Drawing Apr. 28 at Bonnie & Clyde Awards Pres., Jean, Nv. Tech. Insp. Noon to 10 p.m. Friday. Start 8:01 a.m. 903/762-4341 or 714/352-3767.

CMC SPORTSM. SHORT TRACK
Cycloland Spdwy., 14 mi. So. Chico, CA, Hwy. 99E & Gage Shippee Rd. CMC, D-36 memb. rtd., also 3 plates. Sixth mi. oval, no Class C Experts. 100 Nov., 200/250 (no 360's). Sign 5:30 p.m., prac. 7, race 8. 916/342-9302.

S.A.M. MX
Saddleback Park, Irvine, CA. No memb., no mail entry. \$6 to race. 2 x 40 min. motos, 100% Ex. p.b. Gates open 7 a.m. 714/979-9233.

DRA SILVER CUP
Invitation perpetual trophy race, top 50 DRA point riders. Lined from Cal City Golf course & from Hwy. 395 left side 17 mi. No. of 4 Corners. Good spectator course. 10 a.m. start. 714/373-4647.

D-36 BENEFIT SHORT TRACK
Chris Beck Arena, Sonoma Cnty Fgds., Santa Rosa, CA. All D-36 classes, no minis. Class C traction, Med. ins. Proceeds benefit mentally retarded children. Sign 4 p.m., race 6:30. 707/838-2731.

D-36 NITE SCRAMBLES
Fremont Rcw., Durham Rd. off Nimitz Fwy., Fremont, CA. Sil. rtd. Black plate point run. Open 3:30 p.m., race 6:30.

of the person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

D-36 NITE SCRAMBLES
Fremont Rcw., Durham Rd. off Nimitz Fwy., Fremont, CA. Sil. rtd. Black plate point run. Open 3:30 p.m., race 6:30.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. Open 7:30 a.m., prac. 8, race 9:30. Membership req'd. 714/586-7964.

DESTINATION POKER RUN
San Joaquin Cnty Fgds., Stockton, CA. Enter at B St., must be street legal. Entry includes gate at short track & riders' parade. Sign by 9 p.m.

INDOOR SHORT TRACK
Klamath County Fgds., Klamath Falls, Or. Class C traction, silencers, 3 plates rtd. Open 4:30 p.m., prac. 5, race 6:30. 503/882-8571.

D-36 NITE SHORT TRACK
San Joaquin Cnty. Fgds., Stockton, CA. Class C traction, all classes & minis. Db meter. \$3.25 ride, \$2.50 watch. Race 7:30 p.m. 415/477-8524 or 463-0478.

D-35 SCRAMBLES
Visalia Rodeo Grds., Visalia, CA. Wilsons Ramblers. 209/752-4288.

MOTOCROSS
Carlsbad Rcw., Carlsbad, CA. Two 25 min. Ex. motos, 30 minute practices. Open 7:30 a.m., Tech. insp. & racing begins 9:30 a.m. Rolf Tibblin MX Club. 714/724-8091.

SHORT TRACK & TT - NITE
Perris Rcw., Perris, CA. Must be over 18 with ID or notarized statement on file for 74. Open 5 p.m., S.T. 6 p.m., TT following short track program. 714/657-3678.

TT SCRAMBLES
Elsinore Rcw., Elsinore, CA. Sign 5:30 p.m., prac 6:30, race 8. Sil. rtd. Free camping. 714/826-2386, 674-3658.

AMATEUR MX
Deschutes Cycle Park, 7 mi. No. of Bend, Or. on Hwy 97. No affil. rtd., 85% dust free track. Prelim. to Sunday Inter-AMA qualifier. Start 10 a.m. 503/389-1479.

AMA PRO JR/NOV HALF-MILE
South Bay Spdwy., Chula Vista, CA. 5600 p.p. race 8. 714/420-7414.

R.A.C.E. MX
Corona Rcw., Hwy 91 to McKinley. All classes inc. oldtimers (32-up). 30% brass, 100% p.b. to Seniors. Open 8:30 a.m., race 10. 714/735-1705.

Sunday, May 19

ROAD RACE ITALIAN GP

YUGOSLAV 250 MX GP - Karlovak

BELGIAN 125 MX - Hoeselt

AMA 250/500 MX NAT'L - Hamersville, Oh.

AMA MILE NAT'L - San Jose, Calif.

FAMILY ENDURO

Granny Run 111 Stoddard Wells area, I-15, 5 mi. So. of Barstow, CA. Sidewinder off ramp. 2x30 mi. loops, \$6.50 mail/\$7.50 post. Puff & minis, 1 loop only, \$5.50/\$6.50. Pomona Valley Desert Riders, P.O. Box 282, Montclair, CA 91763. 8 a.m. start. 714/626-7696.

MX, INTER-AMA QUALIFIER
Deschutes Cycle Park, 7 mi. No. of Bend, Or. on Hwy. 97. \$1200 purse. 85% dust free track. Start 12:30 p.m. 503/389-1479.

D-27 DIRT POKER RUN
Mason County Fgds., Shelton, WA. Shelton Trailblazers. 206/426-3598.

D-27 SCRAMBLES
Castle Rock Fgds., Castle Rock, WA. Mt. St. Helens M.C. 206/636-4976.

MOTOCROSS
Peaceful Cove, Idaho, 3 mi. out of Boise, follow markers from end of Harrison Blvd. Sign 7:30 a.m., race 10. Owyhee M.C. 208/375-6863 or 375-1231.

D-28 MX
Delta Park, Portland, OR. Far West MX Club. 11919 SE Liebe, Portland, OR. 97216.

D-28 HARE & HOUND
Pine Grove, Or. Mt. Scott M.C. 503/659-0207.

D-38 TT SCRAMBLES
Dehesa Race Pk., I-8 E. from San Diego, CA. to Harbison Cyn. Rd., then to Dehesa Rd. & follow signs. Ride \$3, watch \$1.50. Sign 8:30 a.m., race 10. 714/477-7083.

CMC MOTOCROSS
Saddleback Park, Irvine, CA. Open 6:30 a.m., first race 9. Memb. rtd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA 92626.

MOTOCROSS
Lake Dolores, CA. Vegas Fwy. to Yermo to Minneola Rd., then L. approx. 4 mi. 33% brass to Sptsmn., 100% p.b. to Ex. Sign 8 a.m., race 10. 714/252-2553 aft. 5 p.m.

MINIS TT & FLAT TRACK
TROPHY DASH
Atlantic Park, Garden Grove, CA. Garden Grove Frwy. to Magnolia exit, S to Westminster. Mail address 17792 Santa Isabel Fountain Valley, CA 92708. Sign 9:30 a.m., race 10:30 a.m. 714/842-9778.

FLAT TRACK
Flagstaff Cycle Pk., nr. Flagstaff, Az. Koch Rec. Area, 3 mi. E off Hwy 89. \$300 purse against 40% gate. Open 10 a.m., prac. 11, race 12:30 p.m.

D-35 ENDURO
Cal Poly Penguins "Hi Mountain". Off Hwy 101, Santa Margarita, CA. E. on Hwy 58, lined. Spark arrestors & street legal. Limit 250 entrants. Phone in entries 805/543-1974.

AMA SCRAMBLES
Auburn Fgds., Auburn, CA. All classes & minis. Old Timers w/AMA card & any district card. Class C traction. Open 8:30 a.m., race 1 p.m. 916/885-4170.

AFM ROAD RACE
Sears Point Rcw., Hwys 37 & 121 nr. Sonoma, CA. Entry pre/post \$12/\$18. Ex bike \$4. Incl. AFM & AMA Nos. to P.O. Box 705, Brisbane, CA 94005. Open 7 a.m., prac. 8:30, race noon 408/374-1277.

CMC MOTOCROSS
Plymouth Rcw., Plymouth, CA. 100% Pro p.b., post entry only. 30% Nov/Int brass Open 6:30 a.m., race 9. 415/796-0195.

DRA RARE DESERT SCRAMBLES
Lined from Cal City Golf course & from Hwy 395 left side 17 mi. No. of 4 Corners. 20% brass, pins, SCAT comm., amb. Good spectator vantage. First race 8 a.m. 714/373-4647.

CRC MX
Carlsbad Rcw. 40% trophies, same day. No membership required. All classes. Info: 213/830-7519 or 714/688-1291.

NRA MX
Indian Dunes, Valencia, CA. 30% brass same day. 100% Sr. p.b. No memb. rqd. All classes. 714/688-1291.

ROAD RACES
Phoenix Rcw., 22 mi. NW of Phoenix, Az., Grand Ave. Hwy 60-70. 1 1/2 mi. 12-turn course. Prod. & Mod. classes. Prac. 10 a.m.-1 p.m., first race 1:30. 602/265-4228.

D-37 HARE SCRAMBLES
ANNUAL FOX HUNT
Lined from Lucerne, CA. No. to Camp Rock Rd. 2 x 47 1/2 mi. loops, trail Nov. 1 loop. Rescue 3, super pins, club partic. trophy. Ex/Am start 9 a.m. Nov. 9:15. Desert Foxes M.C. 213/634-4082.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. Open 7:30 a.m., prac. 8, race 9:30. Membership req'd. 714/586-7964.

ACA ROAD RACE
Carlsbad Rcw., Carlsbad, CA. All classes, Prod. Jr/Sr GP. Entry \$10, \$5 ex class. Sign 8:30 a.m. 714/524-6984.

D-37 MX
Santa Barbara Starter's Track, U.S. 101 No. of Santa Barbara, CA to Los Carneros, 1/2 mi. No. oisla Vista. All classes, puff, minis, hacks. 3 motos. Entry \$5 mail/\$8 post. Sign 7:30 a.m., race 9:30. P.O. Box 1153, Goleta, CA 93017. 805/968-3662.

MOTOCROSS
Moreno Valley M.C. De Anza Cycle Park, 15 mi. E. of Riverside on US 60, Theodore exit, follow signs. Sign 7:30 a.m., race 9. \$5 all classes, P.O. Box 297, Moreno, CA 92360. 714/653-2633 or 735-1301.

D-36 MX
Champion Rcw., Hwy 101 nr. Candlestick Pk., San Francisco, CA. Saturday practice. Pre-post entry \$5/\$7. P.O. Box 13027, Sacramento, CA 95815. Open 6:30 a.m., race 9. 916/351-0271.

SRAC MX
Lafayette, Co. I-25 No. of Lafayette exit, W. 4 mi. 10 a.m. start.

CMC MX
Bishop, CA. Hwy 395. Pre/Post entry \$5/\$7. P.O. Box 1093, Bishop, CA 93514. 714/873-3154.

CMC SEMI-PRO TT SCRAMBLE
Argyll Pk., 12 mi. So. of Dixon, CA on Hwy 113. All classes, minis, puff & O.T. (35+). CMC lic. & sil. rqd. Join same day, open traction. 150% Ex. p.b. 30% brass. Car pool discount 4 or more. Sign 9 a.m., race 12 Noon. 916/678-2809.

NMA MINI ROUGH SCRAMBLES
Helvetia Pk., 2602 River Rd., Sacramento, CA. 33% brass, also trophy dash. NMA memb. rqd. Ride \$5, watch \$2/\$1. Open 7:30 a.m., sign 8 a.m., race 10. 916/841-1418.

HRA HALF MILE & TT
395 Cycle Park, Adelanto, CA. No memb. rqd., 25% brass same day. Silencers rqd. for 2-strokes. Sign 8:30 a.m., race 10. 714/245-5282 or 245-1221.

CMC/NORCAL MX
Altamont Spdw., Bettw. Livermore & Tracy, CA. Grantlir. Yrd. off US 580 to McWay Rd. All classes, minis, puff, O.T. Mail e'ces save \$\$\$ P.O. Box 3-81, Hayward, CA. 415/276-4152 or 886-5182.

D-35 SCRAMBLES
Bakersfield, CA. Sprocket Park, foot of China Grd. Loop. Sprocket M.C. 805/871-6653.

RIVERBOTTOM GP
Temps, AZ. By invitation only (easy to get at Sun Engr'g.) Open 9 a.m., race noon.

MOTOCROSS
Sage Park, 13 mi. So. of Ridgecrest, CA on Hwy 395. All classes, plus mini-mini, Old Man's, Puff. Race \$4 incl. amb. fee, watch \$1.50/\$5.00. Start 9 a.m. 714/377-4619.

D-27 SCRAMBLES
Brush Pine, WA. Lucky S p o k e s M . C . 206/892-8472.

CMC SEMI-PRO MX
Lake Madera, CA. Take Cleveland ext from 99. 30% Jr/Int brass, 100% Exp. p.b. Start 9:30 a.m. 674-4042.

AMC MX
Rawhide Pk., Elsinore, CA. Non members race \$2 extra. 714/687-0871.

TRACK OPENING
Rawhide Pk., Elsinore, CA. Mini-cross track open for competition. 714/689-0871.

D-36 MX
Helvetia Park, from Sacramento, CA on Harbor Blvd. 5 mi. No. of I-80. All classes & minis. Open 6:30 a.m., race 9. 916/351-0271.

AME MX
Valley Cycle Park, Moorpark, CA. Hwy. 101 to Hwy. 23, N to Tierra Rejada, R. Sil., memb., 3 plates all rqd. Open 6:30 a.m., prac. 8, race 9. 213/675-1922 M-F 1-6 p.m. See ad this section.

NMA MINIS
Indian Dunes, Valencia, CA. Sign 8:30 a.m.

D-36 MOTOCROSS
T-Car Spdw., So. of Carson City, Nv. behind Stewart Indian School. Pre/Post entry \$5.50/\$7.50 incl. ins. Plenty gas & camping OK. T-Car, P.O. Box 290, Carson City, Nv. 89701. 702/882-5030.

NRA MX
Indian Dunes, Valencia, CA. 30% brass same day. Cash to Srs. Beg., Jr., Int. Sr. minis & P.P. No memb. rqd. 714/688-1291.

CRRA MX
Yuma Cycle Park, 1 mi. E of Yuma, Ari. on US 95. Box 5563 Yuma, Ari. 85364. Open 7 a.m., race 9. 602/726-0532 (night).

D-31 MOTOCROSS
Arizona Desert Raceways, 9 m. W of Avondale on I-10 to Airport Rd. Am. & Ex. sign noon, race 2:30 p.m. All others sign 7 a.m., race 9:30. \$50 first each Ex. class. 602/252-1900.

Tuesday, May 21

CLASS A SPEEDWAY
Ventura Co. Fgds., off Ventura Fwy. Open 6:30 p.m., race 8:15.

EIGHTH MILE SHORT TRACK
Peaceful Cove, Idaho. 3 mi. out of Boise, follow markers from end of Harrison Blvd. \$6 entry all classes. Sign 3-6 p.m., race 8. Owyhee M.C., 208/373-6863 or 375-1231.

Wednesday, May 22

NITE SHORT TRACK
El Toro Spdw I-405 to El Toro exit. Minis thru 350cc, Open 5 p.m., race 7:30. 714/530-0324.

SPEEDWAY
OCIR, Irvine, CA. 8 p.m. start. Also Saturday Stu Morley Spdw. Scho. 714/838-3093.

CMC NITE MX
South Bay Pk. Spdw., Otay Mesa, Chula Vista, CA. 200% p.b. to pros. Sign 4:30 p.m., race 7:30. 714/420-7414.

NITE FLAT TRACK, TT
Corona Rcw., Corona, CA off Hwy 91. Open 5:30 p.m., prac. 6:30, race 7:30. Sandak 714/970-5220.

CMC NITE MX
Ascot, Gardena, CA. Ride med. cov. 200% pro. p.b., Jr/Int. ride 3 moto, mini class (-16). \$5 entry at track. Pits open 4:30 p.m., prac. 6, race 7:30. 714/545-8721.

Thursday, May 23

CLASS A SPDWY.
Irwindale Rcw., Irwindale, CA. Spectators \$3/\$2/\$1 Adults/Juniors/Kids. Under 8 free. Program begins 8 p.m.

NITE MX
Portland Int'l. Rcw., West Delta Pk., Portland, Ore. Sil. rqd. 503/285-6635.

CMC NITE TT & HALF-MILE
Ascot, Gardena, CA. 200% pro p.b., rider med. cov., mini class (-16). Class C tires & leathers rqd. for half mi. \$5 entry at track. Pits open 4:30 p.m., prac. 6, race 7:30. 213/321-1610 or 323-9710.

R.A.C.E. NITE MX
Corona Rcw., Corona, CA off Hwy 91. Open 5:30 p.m., prac. 6:30, race 7:30. 714/970-5220.

Friday, May 24

CLASS A SPDWY.
Orange County Fgds.,

Costa Mesa, CA. Open 6:30 p.m., race 8:15.

D-36 NITE SHORT TRACK
Fremont Rcw., Fremont, CA. All classes & minis. Sil. rqd. \$3 ride or watch. Open 3:30 p.m., prac. 5, race 6:30. 415/327-4461.

ASCOT GOLD MEDAL HALF-MILE SERIES
Ascot, Gardena, CA. \$2,000 purse each race, plus point fund & contingencies. \$21,000 total for series. Nov/Am/Ex. Open 6:30 p.m., race 8.

AMC NIGHT MX
Orange County International Raceway, Irvine, CA. Open 5 p.m., prac: 6-7, first race 7:30. Members \$5 \$10 Expert, non-members \$2 extra. 100% payback. 714/832-4555.

NITE SHORT TRACK
El Toro Spdw I-405 to El Toro exit. Minis thru 350cc, Open 5 p.m., race 7:30. 714/530-0324.

CMC NITE SHORT TRACK
Triple M Spdw., Marysville, CA. Leathers, silencers, Cl. C traction, CMC lic. rqd. All classes. Sign 5:30 p.m., race 8. 916/674-3547.

D-36 SCRAMBLES
Vallejo Spdw., Vallejo, CA. Class C traction, sil. rqd. 92db limit, meter on grounds. Minis, too. Sign 5 p.m., prac. to 6:30. 707/644-0741.

CMC NIGHT MX
Irwindale Rcw., Irwindale, CA. Entry \$5 all classes. 200% pro p.b. Open 4:30 p.m., sign till 6:30, race 7:30. CMC lic. rqd., \$3,000 med. cov. 213/334-4949 or 714/557-3323.

AMA PRO TT
\$1500 purse, 13500 Lawnfield Rd., Clackamas, Or. Oregon Sidewinders, 503/659-1022.

AME NITE MX
Indian Dunes, Valencia, CA. International Course. First race 8 p.m. 805/259-8000.

May 25-26

GREENHORN NAT'L. 500 MILE ENDURO
A.M.A. Nat'l. & dbl. D-37 pts. both days. Start in Pasadena area, o'night near Ridgecrest, CA & return to Pasadena. Must be street legal with appr. spark arrestor. 213/332-2091 or 254-2489.

NMA MINI WESTERN REG'L. CHAMP
O.C.I.R., Irvine, CA. Flat track, motocross & mini-speedway. AMBUSH 300 CROSS COUNTRY Pop's Oasis, Jean, Nv. 22 mi. So. of Vegas on I-15. Sign-in & insp., Sat. May 25 11 a.m. - 10 p.m. 6 x 40-50 mi. loops, mass start by class. Two riders per bike. 702/876-1294 or

May 25, 26 & 27

HIGH SCHOOL MX
Giant meet with \$1,000 Taco Bell scholarship as grand prize. Champion Spwy., near Candlestick

Saturday, May 25

D-36 NITE SCRAMBLES
Lodi Cycle Bowl, Lodi M.C. Class C traction, all classes & minis. River ins. Sign 5:30 p.m., race 7:30.

RUS DARNELL MX SCHOOL
Indian Dunes, Valencia, CA. Limited entry \$15. 9 a.m. to 3:30 p.m. Russ Darnell 14851 Genoa St., Sylmar, CA 91342. 213/367-1722.

MOTOCROSS
Moreno Valley M.C. De Anza Cycle Park, 15 mi. E. of Riverside on US 60, Theodore exit, follow signs. Sign 7:30 a.m., race 9. \$5 all classes, P.O. Box 297, Moreno, CA 92360. 714/653-2633 or 735-1301.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. Open 7:30 a.m., prac. 8, race 9:30. Membership req'd. 714/586-7964.

CMC SPORTSM. SHORT TRACK
Cycloland Spdw., 14 mi. So. Chico, CA, Hwy. 99E & Gage Shippee Rd. CMC, D-36 memb. rqd., also 3 plates. Sixth mi. oval, no Class C Experts. 100 Nov., 200/250 (no 360's). Sign 5:30 p.m., prac. 7, race 8. 916/342-9302.

D-35 SCRAMBLES
Visalia Rodeo Grds., Visalia, CA. Wilson's Ramblers 209/752-4288.



Viewfinders GP

899 Darrell St.
Costa Mesa 92627

\$10.00 entry, \$25.00 Post Entry... Include 2 legal size S.A.S.E.

Name	Age	Phone
Address		
I am a bonafide member of the _____ Club.		
A.M.A. Number	Expires	District Riding No.
Make Motor	Engine Number	Cu. In.
I will enter in the _____ Class.	Amateur	Expert
Riding or Sidecar Partner	Novice	

DESERT

Team Race - June 2 40% Trophies Lucerne

2 riders on 1 or 2 bikes
6x20 miles

BEGINNER-NOVICE
Schoolboy (under 16)

Veterans (+35)-P.Puff & Minibikes
9 a.m. start
Entry fee: \$8 per rider, (\$7 members)
2 Trophies per team
No Membership Required

CRC
714-688-1291

Pomona Valley Desert Riders present GRANNY RUN III A Family Enduro May 19, 1974

Stoddard Valley, Sidewinder Offramp
Int. 15.5 mi south of Barstow
8:00 a.m. start
20% Trophies, super large Finisher Pins. 65 miles; 1st loop easy, 2nd loop longer, faster & more challenging. P. Puff, Minis - 1st loop only. All family type teams and buddy up, no extra charge. 2 & 3 man teams, add \$1. extra per rider. Mail entry: \$6.50 two loopers, \$5.50 one loopers. Post entry: \$7.50 and \$6.50. Mail entry with 2 legal size self-addressed stamped envelopes to: PVDR, P.O. Box 282, Montclair, CA 91763. More info call "Dave" (714) 626-7696.

NRA MOTOCROSS

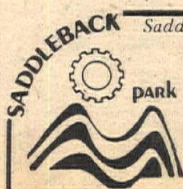
May 19 - Indian Dunes
(Shadow Glen course)
May 26 - Valley Cycle Park
all classes - 30% Trophies same day.
Prac: 8 a.m.; 1st race 9:30.
No Membership Required.
714 688-1291



Race Schedule

May 19 - Rawhide
May 26 - Saddleback
June 2 - Carlsbad
June 9 - Saddleback

Info: 714-532-3923



Saddleback Assoc. of M/Cyclists

MX EVERY SATURDAY
3-20 min motos Int-Ex 2-40 min motos. No mail entry. No membership reqd. Just \$6 to race. Gates open 7. Experts \$10 entry, 100% payback. (714) 979-9233.

Dist 37 Grand Prix

7th Annual

June 1st & 2nd Indian Dunes

ENTRIES EXTENDED TILL MAY 26th.

LeMans type start 2 hour races Pins & Decals

Special 1 hour Minibike GP Race

SATURDAY: 0-250cc Nov-Am-Ex

SUNDAY: 251cc & Open P-Puffs-Oldtimers-Sidehacks

Further information:
(714) 645-4178
or
(213) 360-0827

ENDURO

ROAD RUNNER II
Family Enduro
June 9 - Red Mountain
7 a.m. start

20% Trophies - Finisher Pins
65 miles - 1st loop easy, 2nd loop challenging
A, B & C riders welcome.
P.Puffs & Mini 1st loop only (40% Trophies)
All Family type teams & buddy-up - no extra charge.
2 & 3 man teams, add \$1 extra per rider.

Mail entry \$8.50, Post entry \$10.00.
Mail entry with two legal size self addressed stamped envelopes to: CRC, 6625 Dorinda, Riverside, CA 92503.

CRC
714-688-1291

CRC Motocross

May 19 - Carlsbad

May 26 - Indian Dunes
June 2 - Rawhide
June 9 - Valley Park

40% Trophies - same day
Beg-Nov-Int-Ex
Schoolboy (under 16)-Veterans (+35)
P. Puff & Minibikes
Prac: 8 a.m. - 1st race: 9:30
No Membership Required

213 830-7519

DRA Desert Racing Assoc.
Presents

THE IRON MOUNTAIN SNAKE CHASE June 2nd

2-30 mile loops - Hare Scrambles
Beg-Nov-Am-Ex
20% Brass; Pins & Points
\$75. 1st Ex; \$50. 1st Am; \$25. 1st Nov;
PLUS \$25 to 1st 0-200 and 250 & Open
No money to Pie Plate riders.
9 AM Start
17 mi. no. Adelanto on 395. Stat
communications, Ambulance,
Catering & Photos
Info: 714-373-4647

**Every Friday Night
Motocross
O.C.I.R.**





South Bay Park Speedway

presents

Every Wednesday MOTO-CROSS

Starting May 8th Jr. & Inter Classes ride 3 motos

*NEW, FREE GRANDSTANDS
*Minicycle class — Under 16 years old

200% Payback to Professionals

\$5.00 Entry fee — Entries bought at track night of event
— 4:30 pit gate opens — 6:30 sign-up closes
— 6:30 Spectator gates open — 6-7 Practice
— 7:30 First Jr. race

\$3.00 — ADULTS; \$2.00 — 13-17yrs; \$1.00 — 8 to 12 yrs. Includes Pit Pass

To Raceway: Take Main St. Exit in Chula Vista off I-5 —
Go West on Main St. 10 miles — End of Brown Field Airport
SANCTIONED BY CONTINENTAL MOTO-SPORT CLUB

DRA Desert Racing Assoc. Presents

THE THIRD SILVER CUP INVITATIONAL

by invitation only
Top Point Riders

Saturday, May 18th, 10 a.m.

Sunday, May 19th

THE THIRD RARE DESERT SCRAMBLES

comb. of all desert events.
Beg: 0-200cc. .8 a.m.
Beg: 250 & Open. .9:30

Nov: All. .10:50

Am/Ex: All. .12:30

20% Trophies; Pins, Points

\$75. 1st Ex; \$50. 1st Am; \$25. 1st Nov;

PLUS \$25 to 1st 0-200 and 250 & Open

No money to Pie Plate riders

Lined from Cal City Golf Course.

Also 17 mi. no. of Four Corners,

left side.

Communications, Ambulance,
Catering & Photos

INFO: 714-373-4647

MX at Rawhide

Sunday,
May 26th

4 foot Trophies
\$500.00 Expert purse
100% payback to
all Experts

New minicycle motocross
track opens June 2

Rawhide Park

on Hwy 74 between
Elsinore & Perris
2½ miles from Hwy. 71
Open riding every day.

What ever you have to sell — Cycle News want ads can sell it

Orange County Dealers Association

presents

"DO IT IN THE DIRT DAY"
Saddleback Park
June 2nd 9 a.m.

Super Fun Family Day

Free food, contests, prizes,
huge dirt bike show. Pick
up entries at your local
participating Orange
County dealers.

DESERT RACING IS OUR BUSINESS.
Attention desert riders, Desert Racing
Association memberships now being accepted
for 1974. Numbers and Membership, 1 year
program, complete point system. Beginners
through Expert. Specializing in desert races
for desert riders. Apply to: P.O. Box 2605,
California City, California 93505. For
information call 714-373-4647. The original
DRA since 1971.

Half-Mile and TT Every Sat. Night South Bay Speedway June 1st CMC Sanctioned

125-250-500-Open Classes
Jr-Int-Expert
Pits open 4:30 — First Race 7:30 p.m.
\$5.00 Entry
Pit and Stand Admission
\$3.00 Adult — \$2.00 ages 13-17
\$1.00 8-12 — Under 8 free
For info call (714) 420-7414

INDIAN DUNES PARK
600 acres — hills, streams, sand
Family riding 7 days
7 a.m. 'til dark
Moto-X Races every Sunday
2 miles west of Interst. 5
on Hwy 126 at Castaic
(805) 259-8000

DATE CHANGED
MAMMOTH MOUNTAIN
MOTO X
Changed from June 22 & 23
TO JUNE 29 & 30

IRWINDALE
RACEWAY
EVERY FRIDAY NIGHT
MOTOCROSS

What ever you have to sell —
Cycle News wants ads can sell it

CALENDAR

MOTOCROSS

Carlsbad Rcw.,
Carlsbad, CA. Two 25 min.
Ex. motos, 30 minute
practices. Open 7:30 a.m.,
Tech. insp. & racing begins
9:30 a.m. Rolf Tibblin MX
Club. 714/724-8091.

AMA PRO JR/NOV HALF-MILE

South Bay Spdw.,
Chula Vista, 600
pur. race 8.
714/420-7414.

R.A.C.E. MX

Corona Rcw., Hwy 91
to McKinley. All classes
inc. oldtimers (32-up). 30%
brass, 100% p.b. to
Seniors. Open 8:30 a.m.,
race 10. 714/735-1705.

S.A.M. MX

Saddleback Park, Irvine,
CA. No memb., no mail
entry. \$6 to race. 2 x 40
min. motos, 100% Ex. p.b.
Gates open 7 a.m.
714/979-9233.

D-36 SHORT TRACK

Petaluma Fgds.,
Spdw., Washington St.,
Petaluma, CA. Class C
tract., Sil. 92db rdd. All
classes & minis. Sign 4
p.m., prac. 5-6 p.m.
707/762-8581.

SHORT TRACK & TT — NITE

Perris Rcw., Perris,
CA. Must be over 18 with
ID or notarized statement
on file for 74. Open 5
p.m., S.T. 6 p.m., TT
following short track
program. 714/657-3678.

D-36 NITE SCRAMBLES

Fremont Rcw.,
Durham Rd. off Nimitz
Fwy., Fremont, CA. Sil.
rqd. Black plate point run.
Open 3:30 p.m., race 6:30.

AMA PRO TT

Graham Spdw.,
Graham, WA. \$1200 purse.
Blue Barons M.C., 744
Violet Meadows, Tacoma,
WA. 98444.

May 26-27

TRIALS — TWO DAY

Ft. Huachuca, Az. Ask
for map at gate or follow
signs. One day at 9000'
elev., one day at 5000'.
A.T.A. rules. Camping
avail., water but no
hookups. 10 a.m., start.
Entry \$8/\$11 pre/post.
P.O. Box 588, Ft.
Huachuca, Az., 85613.
602/458-3975.

CMC/BOSS MX GRAND PRIX

Plymouth Rcw.,
Plymouth, CA. Grand Prize
1974 CZ 250 Radial, plus
contingencies. 2 motos per
day. 100% Ex. p.b., 30%
brass. Entries limited, Mail
39116 Logan Dr.,
Fremont, CA 94538.
415/796-0195.

Sunday, May 26

ITALIAN 500 MX GP. PINERELLO

SWEDISH 125 MX

AMA 250/500 MX NAT'L.
— Louisiana

AMA HALF-MI. NAT'L. —
Denver, Co.

ITA TRIALS & SCHOOL

Saddleback Park,
Orange, CA. Sign 9 a.m.,
school 10 a.m.,
competition 12 noon, or
sign up for trials only at
11:30 a.m., \$5 trials, \$2
school. Box 2313, Orange,
CA. 92669.

D-36 MARATHON 200

Two man, one bike.
Lined from Hawthorne,
NV. 4 x 50 mi. loops. 20%
brass, 2 trophies per bike.
Fin. pins. Camping but no
water. Mail entry only,
closes May 20. \$25 per
bike, C.D.R.A., Box 742,
Babbitt, NV 89416.
702/945-2204.

D-28 ENDURO
Lees Camp, Oregon,
Lobos, Inc. 12996 S.
Forsythe, Oregon City, Or.
97045. 503/656-5801.

C.T.A. TRIALS & SCHOOL

Escape Country, CA.
Beginner/Novice classes.
Enduro bikes OK, trials
bike better. Trials \$5,
school \$1.50. C.T.A. P.O.
Box 2023, Orange, CA
92669. Sign 8:30 a.m.,
school 9:30, trail 11:30.

ROAD RACE

— O.M.R.R.A.

P.I.R., Delta Park,
Portland, Ore. All classes,
GP, Prod., Sidecar &
Novice/Cafe. Trophies,
jackets, oil awards & free
beer afterwards.
O.M.R.R.A., P.O. Box
13454, Portland, Or.
97213. 503/280-7259.

D-36 MX

Santa Cruz Cnty. Fgds.,
Hecker Pass Rd.,
Watsonville, CA. New
track, gas avail.
125/250/500/500/500
Nov/Am/Ex. Ride \$5.50,
watch \$2. Sign 6:30 a.m.,
race 9:30. 408/475-3619.

U-36 MX

Champion Rcw., Hwy
101 nr. Candlestick Pk.,
San Francisco, CA.
Saturday practice. Pre-post
entry \$5/\$7, P.O. Box
13027, Sacramento, CA
95815. Open 6:30 a.m.,
race 9. 916/351-0271.

FLAT TRACK

Fifth mile, Triangle
Spdw., 2 mi. SW of
Hermiston, Or. on
Westland Rd. Class C
traction, cash or trophy.
All classes. Prac. Noon,
race 1 p.m. 503/567-5744.

CMC MX

Carlsbad Rcw.,
Carlsbad, CA. 4' brass,
med. cov. Pro entry \$12
mail/\$15 post, Jr/Int.
\$5/\$10. Open 6:30 a.m.,
prac 7:30, race 9. CMC lic.
rqd. P.O. Box 1402, Costa
Mesa, CA 92626.
714/545-8721.

D-27 SCRAMBLES

14 mi. No. of White
Salmon, Wa. on Hwy 141.
Drifters MC 206/493-2663.

MOTOCROSS

Moreno Valley M.C. De
Anza Cycle Park, 15 mi. E.
of Riverside on US 60,
Theodore exit, follow
signs. Sign 7:30 a.m., race
9. \$5 all classes, P.O. Box
297, Moreno, CA 92360.
714/653-2633 or
735-1301.

MOTOCROSS

Escape Country,
Trabuco Cyn., CA. Open
7:30 a.m., prac. 8, race
9:30. Membership req'd.
714/586-7964.

CRC MX

Indian Dunes. 40%
trophies, same day. No
membership required. All
classes. Info:
213/830-7519 or
714/688-1291.

D-37/38 MX

Poway, CA follow
arrows from Poway Rd. &
Garden Rd. D-37 & D-38
points event. Open 8 a.m.
714/291-0615.

HIGH SCHOOL MX

Santa Barbara Starters
track, west end of airport,
Santa Barbara, CA. Dos
Pueblos, San Marcos, Sta.
Barbara, Bishop, La
Cuesta, Carpinteria, Santa
Ynez High. Ride \$4,
watch 50 cents. Entry
blanks at schools only, no
post entry. First race 10
a.m. 805/967-5313.

DIRT DIGGERS NORTH TWO DAY TRIAL CANCELLED

D-36 SCRAMBLES

9600 Pioneer Ave.,
Pioneer Arena, Oakdale,
CA. Open traction, all
classes & minis. Sil. rqd.
Sign 7:30 a.m., race 9,
race Noon. 209/869-1457.

CMC/NORCAL MX

Altamont Spdw.,
Livermore, CA. Grantline
Rd. off Hwy 580 to
Midway Rd. All classes.
Mail entry save \$5 P.O.
Box 3181, Hayward, CA
94544. 30% brass, 150%
Ex. p.b. Open 6:30 a.m.,
race 9. 415/276-4152 or
886-5182.

CMC/CAL CROSS MX

Sunnyvale PAL track,
Hwy 237 to Caribbean Dr.
CMC lic. rqd. Mail entries
save \$5, P.O. Box 1348,
Cupertino, CA 95014.
Open 7 a.m., race 9.
408/732-2752.

AMC MOTOCROSS

Saddleback Pk., Orange,
CA. No mail entry, \$5/\$10
post, non-memb. \$2 extra.
40% brass same day, 100%
Ex. p.b. Open 6:30 a.m.,
prac. 7:30, race 9. Sil. rqd.
714/532-3923.

NRA MX

Valley Cycle Pk.,
Moorpark, CA. 30% brass
same day, 100% Sr. p.b.
No memb. rqd. All classes
714/688-1291.

MOTOCROSS

Rawhide Pk., Elsinore,
CA. \$500 Ex. purse, 4'
brass. 714/689-0871.

ROAD RACE SCHOOL

Sacramento Rcw.,
Excelsior Rd. & Hwy 16,
nr. Sacramento, CA. Entry
\$20/\$25 pre/post. Incl.
AFM memb. & rule book.
Send name, addr., ph. for
more info. AFM, P.O. Box
1162, Sacramento, CA
95814. 916/985-4999 or
422-1544.

MINIS TT & FLAT TRACK TROPHY DASH

Atlantic Park, Garden
Grove, CA. Garden Grove
Frwy to Magnolia exit, S
to Westminster. Mail
address 17092 Santa
Isabel, Fountain Valley,
CA 92708. Sign 9:30 a.m.,
race 10:30 a.m.
714/842-9778.

MOTOCROSS

Peaceful Cove, Idaho, 3
mi. out of Boise, follow
markers from end of
Harrison Blvd. Sign 7:30
a.m., race 10. Owyhee
M.C. 208/375-6863 or
375-1231.

MOTOCROSS

By Desert Phantoms
M.C. at 395 Cycle Park,
Adeanto, CA. No memb.
rqd. 40% brass same day.
2-strokes must have
silencers. Sign 8 a.m.,
714/245-5282 or
245-1221.

D-27 SCRAMBLES

14 mi. No. of White
Salmon, Wa. on Hwy 141.
Drifters M.C. 206/493-2663.

CMC/NORCAL MX

Altamont Spdw.,
Betw. Livermore & Tracy,
CA. Grantline Rd. off US
580 to Midway Rd. All
classes, minis, puff, O.T.
Mail entries save \$5 P.O.
Box 3181, Hayward, CA.
415/276-4152 or
886-5182.

D-35 MX — DBL. PTS.

Spillway Pk., Santa
Maria, CA. Broadway Exit
off Hwy 101. Mini thru
Open classes, Entry \$5
incl. ins. Sign 7:30 a.m.,
prac. 9. 805/937-4043.

D-37 HARE & HOUND

"Virgin Run," Master
Links M.C., lined from 4
Corners, 2 x 45 mi. loops.
Trail Nov. 1 loop. 20%
brass, fin. pins, Rescue 3.9
a.m. start. 213/336-7434.

CMC MOTOCROSS

Summit Cycle Pk.,
Hopland, CA. off Hwy.
175. All classes & minis,
cash p.b. to Ex. rider med.
cov. Open 6:30 a.m., race
9:30. Summit MX, 1440 S.
State St., Ukiah, CA
95482. 707/462-1672.

Monday, May 27

CMC MX

Saddleback Park,
Orange, CA. \$2,000 pro
purse. 4' Jr/Int brass.
Entry: Pros \$20/25, Jr/Int.
\$5/\$10 mail/post. Open
6:30 a.m., prac. 7:30, race
9. P.O. Box 1402, Costa
Mesa, CA 92626.
714/545-8721.

HARE SCRAMBLES

Memorial Day meet,
Summit Cycle Pk.,
Hopland, CA. Hwy. 175.
Four mi. + track. LeMans
start. Open 6:30 a.m., race
9:30. 707/462-1672.

HIGH SCHOOL MX

Carlsbad Rcw.,
Carlsbad, CA. Palomar
Airport Rd. San Diego &
Orange County Students
contact your A.S.B. or
check local cycle shops for
entry. Pre/Post entry
\$7/\$10. Bob Kendrick,
3557 Monroe, Carlsbad,
CA 92008. 714/724-8091
or 729-6482.

AMA NOV/JR HALF-MILE

Albany Cnty. Fgds.,
Laramie, Wyo. \$600 purse.
Laramie Dirt Riders
307/742-3811.

MARATHON

Fremont Rcw.,
Fremont, CA. \$6/team.
Open 8:30 a.m., first race
9:30.

D-27 SCRAMBLES

14 mi. No. of White
Salmon, Wa. on Hwy 141.
Drifters MC 206/493-2663.

May 28-June 7

ISLE OF MAN
CLASSICS

Friday, May 31

AMA REGIONAL TT
Clackamas Ore. 13500
Lawnfield Rd. Entries
close May 10. Race 7 p.m.
CN Conting'cy. \$25 to
1st/2nd/3rd ea. class final.

June 1-2

D-37 VIEWFINDERS GP.
Indian Dunes, Valencia,
CA. Entries open Apr. 1,
watch for Cycle News ad
with official Viewfinders
entry, or use D-37 entry
blank. \$10 & 2 SASE to
899 Darrell St., Costa
Mesa, CA 92627. All
classes plus minis, hacks,
puff. 714/645-4178.

Saturday, June 1

D-36 SCRAMBLES
M.O.R.E. BENEFIT
Lodi Cycle Bowl, Lodi,
CA. All classes & minis.
Class C traction, silencers,
3 plates rqd. Archie Clark
Memorial. Spl. Events:
Destination Poker Run,
D-36 Plate race, Puff
Exhibition, cash drawing.
\$3.50 ride/\$2.50 watch.
Sign 4 p.m., race 7.
415/477-8524 or
368-7182.

TRAIL RIDING
SCHOOL
Saddleback Park,
Santiago Cyn. Rd. E. of
Orange, CA. Basic trail
riding techniques taught by
Chuck Minert. \$15 tuition
+ gate, 10 a.m. start. Lim.
20 riders per day. Send
entry & date desired to
P.O. Box 3371, Whittier,
CA 90605.

D-36 NITE
SCRAMBLES
Happy Valley Rcw.,
So. of Redding, CA., on
Hwy 99 to Canyon Rd. or
Happy Valley Rd., follow
signs. Class C tires,
silencers rqd. Riders
insured. Sign 5:30 p.m.,
race 8. Shasta M/C
916/241-7724.

AMA PRO TT
Castle Rock Fgds.,
Castle Rock, WA. \$900
purse. Mt. St. Helens MC
206/636-4976.

NIGHT INDOOR MX
Spring Creek Horse
Palace, Elko, Nv.
Trail-125-250-Open, 4
berserko motos. Deep wet
sand surface. Sign 7 p.m.,
race 8. 702/738-7733.

D-35 SCRAMBLES
Santa Maria Spdwy.,
San Luis Sliders
805/772-3694.

D-35 MX
Madera, CA. Pathfinders
MC 805/226-4939.

MOTOCROSS
Carlsbad Rcw.,
Carlsbad, CA. Two 25 min.
Ex. motos. 30 minute
practices. Open 7:30 a.m.,
Tech. insp. & racing begins
9:30 a.m. Rolf Tibblin MX
Club. 714/724-8091.

Sunday, June 2

BRITISH 250 MX GP —
Portsmouth

DANISH 500 MX GP —
Nissebjerget

FINNISH 125 MX

W. GERMAN TRIALS
RND.

AMA NATIONAL ROAD
RACE — Road Atlanta,
Ga.

SRA ENDURO
Spring Filing, lined No.
of Red Mtn., CA. A & B
riders go 75 mi., C go 2
loops, puff & minis go one.
Pins, goodies, 20% brass. 2
SASE & \$7 to SRA, Box
3882, Torrance, CA
90510. 213/320-1015.

SRAC MX
Berthoud, Co., 40 mi.
No. Denver on I-25. 30%
brass. Ex. cash.
303/494-7303.

CRC DESERT
TEAM RACE
Lucerne, CA. 40% brass.
2 riders may ride 1 or 2
bikes. All classes, no
memb. rqd. 714/688-1291.

TRA BENEFIT
SHORT TRACK
Benton Ln. Pk., Hwy.
99 W., Corvallis, Or.
Benefit Childrens Hospital
School. Rain date, June 9.
Sign 11 a.m., prac. Noon,
race 1 p.m. 503/344-9401.

DRA HARE SCRAMBLES
Adelanto, CA. 2 x 30
mi. loop, 20% brass, cash,
pins. SCAT comm. amb. 9
a.m. start. 714/373-4647.

AME MOTOCROSS
Spillway Pk., Santa
Maria, CA. 100% p.b. Ex.
Mail entry save \$5 3292
Ferndale Dr., Santa Maria,
CA 93454. Sign 7:30 a.m.,
prac 9. 805/937-4043.

MOTOCROSS
Lake Delores, CA. 15
mi. past Barstow on Vegas
Fwy., Rt. on Minneola Rd.
33% brass, all classes.
Camping. Sign 8 a.m., race
10. 714/252-2553 or
252-2070.

FIELD MEET
"Do It In The Dirt"
Day, Saddleback Pk.,
Orange, CA. OCMC Dirs.
Assn. 714/642-4343.

Saturday, June 8

AMA NAT'L HALF-MI. —
Louisville, Ky. (nite)

TRAIL RIDING
SCHOOL
Saddleback Park,
Santiago Cyn. Rd. E. of
Orange, CA. Basic trail
riding techniques taught by
Chuck Minert. \$15 tuition
+ gate, 10 a.m. start. Lim.
20 riders per day. Send
entry & date desired to
P.O. Box 3371, Whittier,
CA 90605.

Sunday, June 9

CRC ENDURO

Roadrunner II, Red
Mtn., CA. Early start. 20%
brass & pins. A, B, C riders,
all classes. 2 x 70 mi.
loops. Mail \$8.50 & 2
SASE to CRC, 6625
Dorinda, Riverside, CA
92503. Post entry \$10.
714/688-1291.

July 3-7

CYCLERAMA '74
Seven State M.C.
Championships, Kansas
City, Mo. 20 events in 5
days: MX, Short Track,
Trials, Poker Run Enduro,
Field Meet. Riders from all
states eligible. Inter-AMA
MX final day.
816/254-2407.

Sunday, July 14

URA ENDURO
"Early Banana" lined
from No. of Mojave Hwy
14 & Randsburg Rd. 50
mi. family 1st loop, 2nd
harder. Early start 6 a.m.
Mail entry \$8.50, 2 SASE
to URA, 6600 Gerald Ave.,
Van Nuys, CA 91406.
213/787-5208, 988-2967
or 421-9179. Silencers
Rqd.

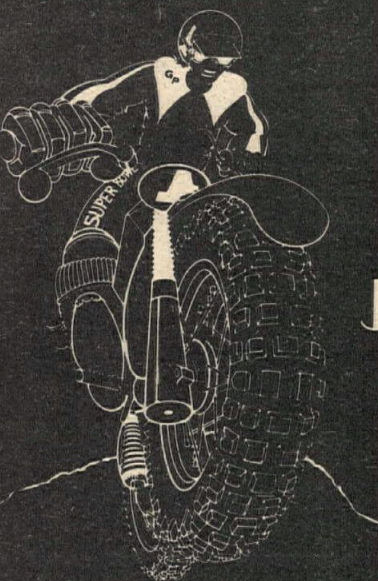
BIGGIES

1974 AMA National
Championships

5/19	M	San Jose, CA
5/26	HM	Denver, CO
6/2	RR	Gainesville, GA
6/8	HM	Louisville, KY
6/16	RR	Loudon, NH
6/23	HM	Columbus, OH
7/7	M	San Jose, CA
7/13	TT	Castle Rock, WA
7/20	TT	Gardena, CA
7/28	RR	Monterey, CA
8/4	HC	Muskegon, MI
8/9	ST	Hinsdale, IL
8/11	HM	Terre Haute, IN
8/18	TT	Peoria, IL

1974 AMA

National Enduros	
5/25-26	Greenhorn Pasadena, CA
5/26	Little Burr Columbus, OH
6/9	Lonesome Pine Bristol, VA
6/16	Porcupine Vath, MI
6/23	Straight Arrow St. Paul, Minn.
8/11	Little Harpeth Nashville, TN
9/1	100 Mi. RMEA Denver, CO
9/7-8	Jack Pine Lansing, MI
9/15	Kaw Valley Lawrence, KS
9/22	150 Mi. Alpine, NY
10/6	Black Coal Evansburg, IN
10/13	100 mi. Central Village, CT
10/27	Cotton Boll Amarillo, TX
11/3	125 Mi. Checkpt. MC Whittier, CA
11/10	125 Mi. Cadiz, KY
11/7	125 Mi. Tulsa, OK
11/24	125 Mi. Perry Mtn. Maplesville, AL
12/1	Steel Helmet Potosi, Mo.

MAMMOTH
MOTOCROSS
CHANGED TO JUNE 29-30

INSTEAD OF JUNE 22 & 23
ENTRIES NOW CLOSE JUNE 12
INFORMATION 714-934-3021
P.O. BOX 749 MAMMOTH LAKES 93546

SO THAT ON

SATURDAY
JUNE 22 • 8PMYOU'LL BE
ABLE TO
ENJOY THESUPERBOWL
OF
MOTOCROSSLOS ANGELES
MEMORIAL
COLISEUM

INFORMATION 213-748-6131
TICKETS AVAILABLE \$6.50 & \$10.00 BY
MAIL AT THE SPORTS ARENA
DEPT. H 3939 SOUTH FIGUEROA
LOS ANGELES, CA 90037
CHILDREN UNDER 12 HALF PRICE

FREE
CALENDAR
LISTING

All events must be received by
noon Thursday to appear in the
upcoming week's Cycle News. No
listings can be accepted by phone.
Fill out blank at right and mail to:
Cycle News CALENDAR, P.O.
Box 498, Long Beach, Ca. 90801.

You must fill out this form complete with your
name and phone number (so we can check back
with you) and mail it in plenty of time for it to
reach us by noon Thursday, in order for it to

appear in the next week's Calendar section. The
more weeks it runs, the better you look — so get
it in early! No phone calls, please. We can only
guarantee accuracy on items we get in writing.

Date of Event	Time of event
Type of event (TT, MX, Enduro, etc.)	
Entry fee	Sanction
Location	
Mailing address	
How to get there	
Additional information	
Your name	Number to call for info (with area code)

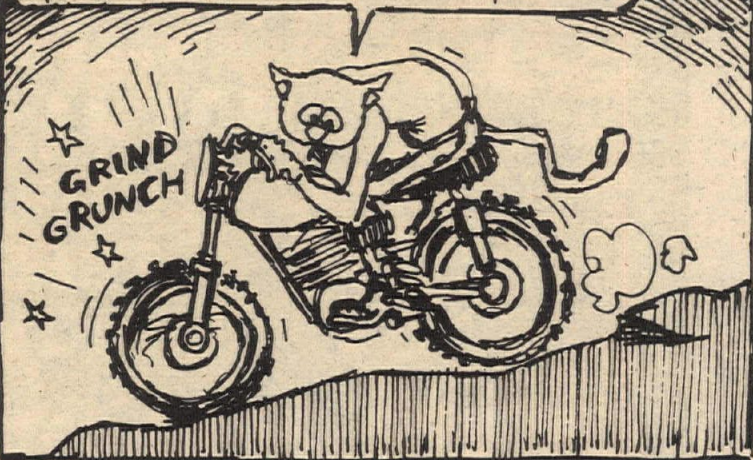
the continuing adventures of

Motocross Cat

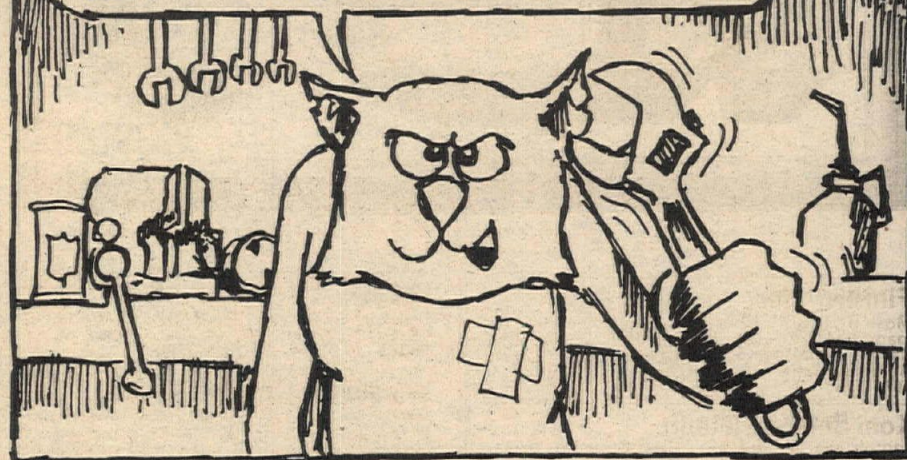
© Tony Bell

BELIEVE
IT
OR
PROBABLY
NOT!

THIS TRANSMISSION IS SHOT! CAN'T
GET THIRD OR FOURTH GEAR!

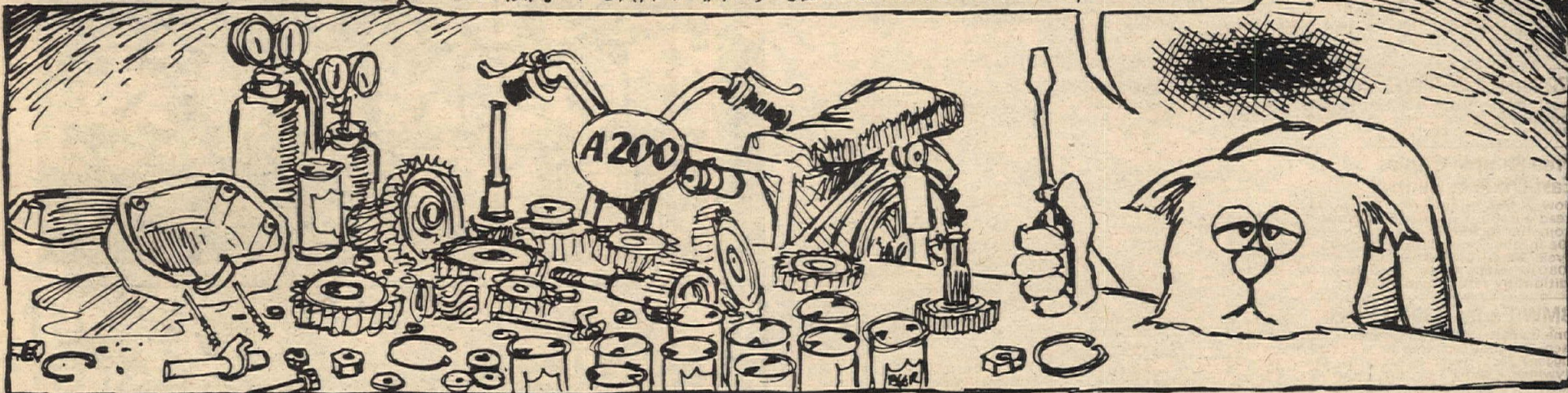


I INDEEDY WILL FIX IT MY VERY OWN
SELF! SAVE A BUNCH OF MONEY!

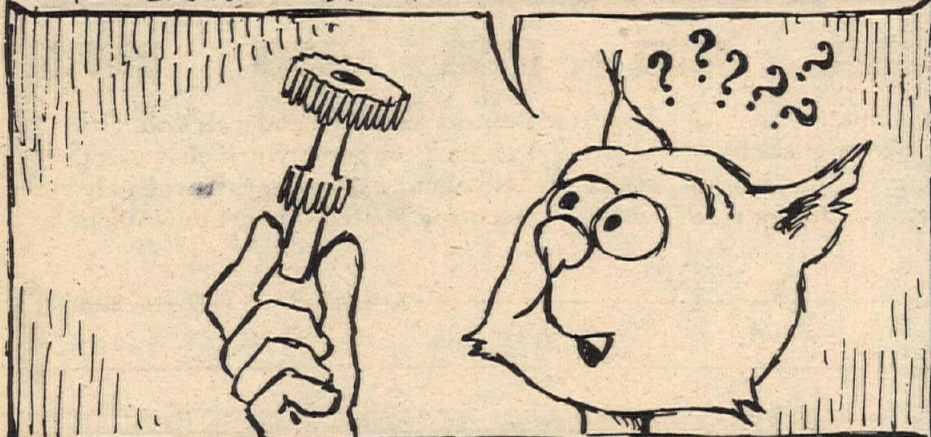


FOUR HOURS LATER:

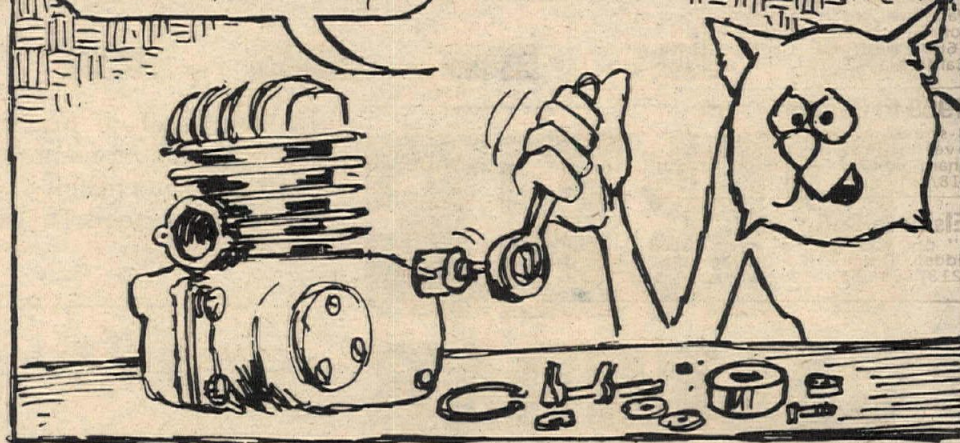
MOAN! I CAN'T FIND ANYTHING WRONG WITH IT!



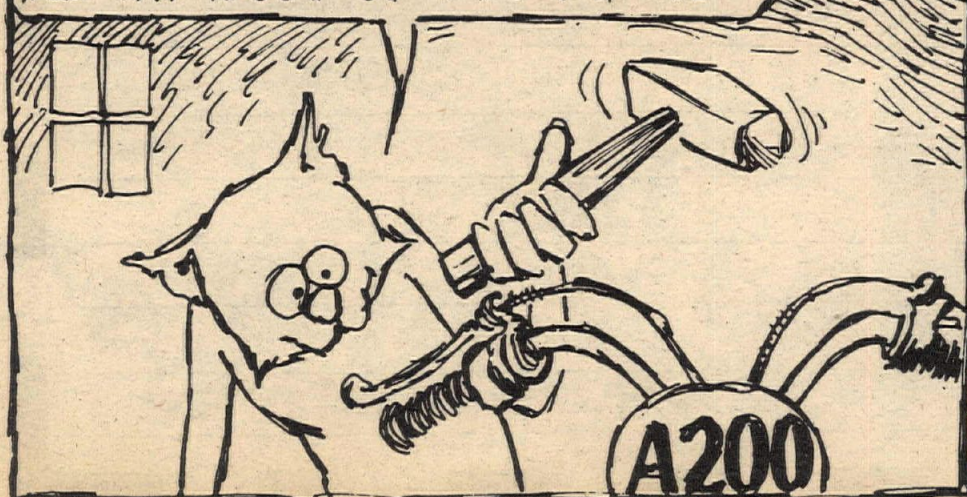
I GUESS I'LL JUST HAVE TO PUT IT ALL BACK
TOGETHER AND TAKE IT TO THE DEALER! MOAN!



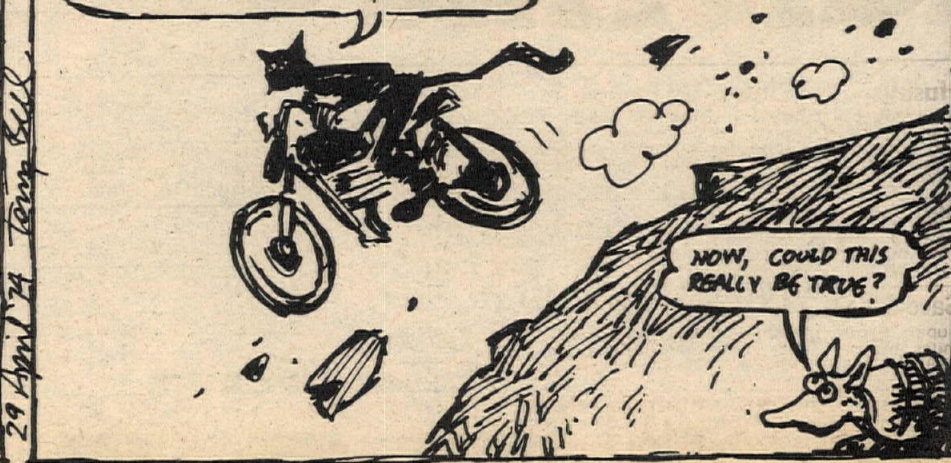
SURE WERE A BUNCH OF EXTRA PARTS
IN THAT THING!



I'LL TRY IT OUT JUST FOR GRINS!



WORKS PERFECTLY! I MUST BE A FRIGGIN'
MECHANICAL GENIUS!



29 April 74 Tony Bell

WANT ADS

May 21, 1974 **CYCLE NEWS**

Finisher Pins

Most of the Finisher Pins you're wearing were made — Now — Buy factory direct. Save 20%. Cal-Mart Plating, 607 South Hill Street, Los Angeles, California 90014. (213) 623-6987. (17/TFN)

Koni Shocks Rebuilt

\$20.00 per set. Will buy used up Konis. Have special racing shock oil. Factory shock coolers. (G.G. Chaplin, 61 Fifth St., Cayucos, Calif. 93430.) (805) 995-3462. (18/2x)

Wanted

Yamaha salesman, full or part time. Also full-time partsman. (213) 635-8058. (38/TFN)

'72 Husky 250 WR

Tracy frame, spare tank and fenders, new ring and clutch, many extras, immaculate, \$850. (714) 537-3026. (18/2x)

Free Sample Copies East-Dixie & Central

Now 2 free samples for the postage of one! Read all about it back East, down South, and from the rockies to the gulf in Central. Send 50¢ in coin or stamps, with your address to Cycle News, P.O. Box 498, Long Beach, Ca. 90801. Get latest East-Dixie & Central editions by return mail. (TFN)

BMW Earles 23000 Black

One owner, 1968 R69S, Wixom fairing, mech. tach, Peugeot cap, touring seat R/P, back rest, luggage rack, lever float carbs, D/S balanced flywheel, sport & std. mufflers, Ni-Cad battery, steel wheels, R-50 rear end, chrome wheel discs, fairing braces, air tubes, cleaner, undercoated, extra fender, finned H/C oil pan, classic condition. (505) 982-6671. (18/2x)

Husky — Yamaha

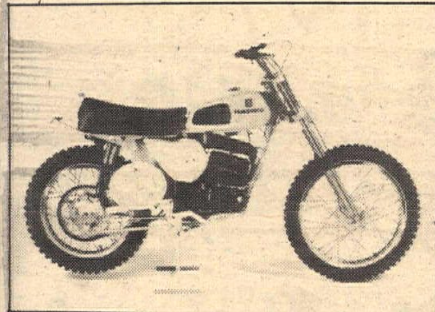
Parts mail order. Same day expert service. Ask for Tim, Malcolm Smith's K&N Motorcycles, 1689 West La Cadena Drive, Riverside, California 92501. (714) 686-8014. (36/TFN)

1969 El Camino Truck

3-speed with overdrive, air conditioned, overhauled, top condition, air shocks, sharp-looking. \$1795.00. (213) 346-6336. (18/2x)

Elsinore 250, '73 1/2

6" ply, Cheng Shin, never raced, and only ridden 5 times. \$900.00 or best offer. Call (213) 869-6552 after 5:00 p.m. (10/TFN)



Huskys — No Down, 36 Payments

Now you can painlessly afford the Husky of your choice. We carry all motocross models and especially the super fast 400 WR, 6 speed. Imperial Motor Sports, Baldwin Park (213) 337-6811. (18/2x)

380 Desert CZ

New top and bottom end. Other trick stuff. \$500.00 CHEAP. Call (714) 492-1995. (4/TFN)

Save \$300, '74 Triumph 500 MX

Super strong, reliable desert thumper. Lo miles by old timer. Like new with extras. \$995.00. (213) 349-2625. (18/2x)

'74, 125 ELSINORE — RIDDEN 6 TIMES, new rings, modified carb., \$725.00. Also BELL HELMET, boots, jerseys, etc. Quit riding. (714) 871-4732. (19)

DKW

SALES, SERVICE, PARTS, COMPETITION SERVICES, INC., 1244 No. Gaffey St., San Pedro (213) 547-2203. (TFN)

Hanging It Up! Best Offer.

1974 YZ 125 dyno-tuned, new tires & chain. 1974 Yamaha 100 MX shocks moved up, new bore & piston. 1970 Suzuki 90 — set up for mini class. Plus stock rims, kit carb., Filttron, dynoed. 1970 Ossa Pioneer 250, new tires, plus leathers, helmets, etc. (805) 968-0602. (18/2x)

Aragon Cycle Trailers

1-6 bikes — kits from \$119.95. Guns & antiques in trade. (213) 359-4597. (TFN)

Motorcycle Shop For Sale

Good European franchise, with large service and accessory business. Two years old, growing fast in Willamette Valley, Oregon. About \$20,000, financing available. For more information call (213) 378-2566. (18/3x)

'72 STEEN — 90cc, 4 speed, pipe, fresh engine, \$199 or best. (714) 624-5402. (18/2x)

Experienced Salesman

Permanent position for the right man. Commission, guarantee, paid vacations & holidays. SF Valley dealer. Lines: Suzuki, Norton, Bultaco & Moto Guzzi. Jerry (213) 849-7295. (18/TFN)

Greeves Parts

\$1,500.00 worth of new parts in numbered part boxes. \$300.00 buys all. Malcolm Smith, K&N Motorcycles, 1689 West La Cadena Avenue, Riverside, California. Ph. (714) 686-8014. (18/3x)

Motorcycle Mechanic

Two and four stroke experience required. (213) 390-3406. Ted Evans Motorcycles, ask for Don. (13/TFN)

Motorcycle Business For Sale

Three franchises, \$3,000 plus inventory. Property and building available. Call (213) 445-7696 or (213) 286-0442. (18/2x)

Honda Mechanic

Experienced, excellent pay and benefits. Ontario Honda, 1170 West Holt, Ontario, California. (714) 983-1915 or (213) 331-7115. (18/2x)

On Any Sunday

You can still go riding! As an employee of Long Beach Honda you'll have SUNDAYS off, and many other benefits. We're now interviewing for parts personnel. Experience desired, but will train the right person. Call (213) 860-1354 ask for Bill Mallman or Byron Payton. (18/TFN)

"Phantoms"

Trick, all new Ossa 250cc MX. Immediate delivery. \$1375.00. Hockies Motorcycles, 22025 South Figueroa, Carson, California. (213) 328-1242. (17/3x)

Honda SL 125

1971 Honda SL 125. Dirt or street, A-1 condition (never laid on the ground), 1700 miles, \$520.00. Call after 5:30 p.m. (213) 867-1461. Also... helmet included in price. (18/TFN)

'73, 250 CZ, 5 Speed

Super excellent condition, not ridden for 1 year. Fresh engine, very fast and reliable. \$750.00 firm. (213) 337-2410. (18/2x)

1972 STEENS Hodaka 100cc. Fast, clean, excellent condition, \$200.00. (714) 495-4008. (19)

HUSKY 1971, 400cc CROSS VERY FAST. Looks new, \$800.00 or trade for 1973 Yamaha 250cc or 360cc Enduro. Jerry (714) 522-2974. (19)

'71 Bultaco Pursang, \$450

Excellent condition! This bike is in perfect shape. Runs very good! This bike has been pampered. Call after 4:30 (714) 879-5037. (19)

New 250 Cooper 5 Speed

Never ridden, just off showroom floor. See at Van-Go, Rowland Heights. (213) 964-4200. (19)

'72 247 Cota Montesa

Fantastic condition, just like new, \$650.00 or best offer. Call (714) 842-2815 after 4 p.m. (19)

1974 Yamaha 250 MX

Five hours ridden, new condition. Vesco 3.8 gal. desert tank, Diamond chain, Filttron, K&N bars, extras. Injury forces sale. Only \$1100.00. (714) 659-3715. (19/2x)

1972 DKW M.X. SUPER TRICK. All modifications and extras. New ported engine and running gear. Approx. \$1,800.00 invested. \$425.00 or best. Call after five for details (714) 825-1828. (19)



Leather Riding Cap

Hand crafted all leather cap with red satin lining fitted to your exact head size. Send tape measured circumference of your head and \$13.95 to: M. Z. Hansen, 27 Box Canyon Road, Canoga Park, California 91304. (213) 883-2550. (18/2x)

Wanted Hodaka Parts

Forks, transmissions, seats, barrels, pipes, wheels and anything else you have. Call anytime (805) 947-0859. (19)

1974, 250cc Penton

Red tank, engine completely built by Flying Machine Factory. Too fast for present owner, \$1295.00. One 125cc, 1972 Rickman and one 125cc, 1973 Rickman. (213) 530-4656. (19)

'72 CZ 400, Elsinore 250

CZ Konis, Akront, Bassani, plastic fenders, Mikuni, glass tank, top condition. Asking \$795.00. CR250M 3:00-3.20x21 Barum, new Trelleborg, new style piston, extras, \$895.00 firm. (213) 821-7598. (19)

C.H. MID VALLEY ignition, 3 rides, hear and ride, \$45.00 firm. (213) 885-8701. (19)

CZ 250 LATE '71. KONIS, MIKUNI, DID's, plastic tank, lots of light weight and trick stuff. Everything in best condition plus spares and tools, \$595.00. (714) 629-3852. (19)

1974 Suzuki TM400 Frame And

swingarm, seat, tank, pegs, brake assembly. Convert your '71 or '72. All or part, \$200.00. (213) 963-4518. (19)

'71 Rickman 125

New pistons, rings, barrel and head, Cerianis front and back, Magura levers, titanium handlebars, 2 gas tanks, light blue body, many more extras, \$575.00. (213) 322-0512. (19)

'73 Yamaha 360 MX

Brand new two months old, never raced, ridden 4 times. Too big for me, YZ plastic tank, \$800.00. (213) 324-0138. (19)

Big Honda! 100 M.P.G.

'73 Honda 100, stock, excellent condition, super clean, \$425.00. (714) 638-4176. (19)

Super Trick Hodaka Rat

Up and down pipes, reeds, head, ported, big carb., alloy tank. Plus much more. Almost another bike in parts, \$300.00. Eves. (213) 372-5298. (19)

YZ Price Breakthrough!

250 YZs regular, \$1745.00. NOW ONLY, \$1395.00! Limited supply. Call now (714) 530-7340. (14/TFN)

MUST SELL 1974 YAMAHA RD-350. 750 miles, got hurt in motocross race, \$900.00. See at 3641 W. McFadden, Santa Ana, California 92704. (714) 839-0150. (19)

GAS TANKS — Honda Elsinore, \$35. PMC plastic 3.5 gal, \$20.00. (213) 424-7351. (19)

Why buy used!!!

New in crate — '73, 125 CZ, yellow tank, \$695. '74, 250 CZ, red tank, \$895. '74, 250 CZ, gray tank, \$1195. '74, 400 CZ, blue tank, \$1095. '74, 400 CZ, gray tank, \$1295. Limited supplies. Ship anywhere in U.S. Ask for details on 50% discount of extras with purchase of new m/c. (213) 772 1647.

Earn Extra Money in Spare Time Sell Cycle News at cycle events Plus winning a \$100 bonus a month!

Be a Cycle Newsperson and vend America's favorite motorcycle newspaper at events in your area. Good profits. No risk deal. Sell the most copies in a month and we'll pay you a \$100 bonus! Bonus paid to someone every month, why not you? Write or call "Cycle Newsperson," Attention: Rheba, c/o Cycle News, Box 498, Long Beach, CA. 90801. (213) 427-7433. (17/TFN)

Montesa 250 VR (213) 532-7780

3 RAIL TRAILER, large tires, excellent condition, \$165.00 firm. (213) 823-3890. (19)

1973 Suzuki 250 TM

Brand new, \$695.00. Must sell. Dick (213) 399-1415. (19)

Reward: 125 Pursang

'72 Bultaco 125 Pursang, stored 1 year, fresh throughout. DH reed, super porting, IRZ and much more. Must ride to believe! Only \$495.00. (213) 336-6082. (19)

'72 Rickman Hodaka 100

Reed, Kendrick pumper, Konis, super clean, fast, reliable — Broke, need cash, \$375.00. (213) 478-6740. (19)

'73 1/2 Penton, \$385.00

Needs rod — sell as is. Small tank, Mettco port. (714) 879-2875. (19)

Profab Frame

Fits 400 Husky, 5 speed, new swingarm set up, \$275.00. After 6 (213) 355-8957. (19)

'74 TM SUZUKI 250, \$795.00. After 6:00 p.m. (714) 827-3227. (19)

'74 Honda Trials, 3 Weeks Old

Ridden 3 tank fulls. Showroom condition and mechanically perfect, \$650.00 firm. (213) 697-0938. (19)

'72 3/4 CZ 250, Sell or Trade

"Mint," many extras, like new, \$650.00 or TM 125 + \$, good condition. (213) 479-5674. (19)

Trick XR 75

Excellent condition, cam, pipe, carb., ported and polished head, racing piston, valves, rocker arms, plastic tank, Boge shocks, new tires, spare parts, \$450.00. (714) 595-7884. (19)



Russ Darnell MX School, May 5

Indian Dunes. \$15 limited entry. Call today! Learn how to straighten out motocross courses. All motocross technique covered. DIRT RIDER, DIRT BIKE recommends. (213) 367-1722. (19/2x)

'73 Yamaha 100 Enduro

Clean, dependable, Curnutts, MX piston, head milled, Bassani, knobbies, fenders, Uni filter, Webco fork springs, MX bars, pegs, more. \$400.00 or best offer. Call evenings (213) 329-2088. (19)

BSA parts - new & used

Shipped Anywhere
Specializing in BSA, Triumph & Ducati repairs
Jim Hunter Motorcycle Repair
1140 S. Cypress, Unit A
La Habra, CA 90631 (714) 525-1504

SILVER TRAIL ALUMINUM ALLOY TRAILERS

IN PREASSEMBLED KITS AT DISCOUNT PRICES

TRAIL KIT P.O. BOX 27666 - TEMPE AZ 85282

NEW
CR-250 MX
\$1049.00 total price

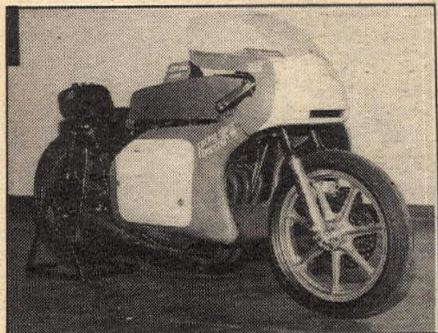
213-796-0231

Pasadena Honda

WANT ADS

Your 450 Husky Slow?

We can make your 450 much faster, smoother and start better. Complete job (parts, labor, 38mm Mikuni), \$175.00. Malcolm Smith's K&N Motorcycles, 1689 West La Cadena Drive, Riverside, California 92501. (714) 686-8014. (18/TFN)



FOR SALE: ACTION FOURS HONDA 570 G.P. bike. Ridden by Bob Endicott in AFM & AMA-1973. Race ready with many spares. A fast and reliable racer or the basis for the ultimate "Cafe" bike. \$2,500 cash, firm. Serious inquiries only. (714) 540-7920. (17/4x)

MOTORCYCLE AGENCY, HONDA SALES & SERVICE. Located in Imperial Valley, established 13 years. Gross sales last six months \$141,000.00. (714) 353-0450 or (714) 353-0795. (16/5x)

Wanted — Man With Ulcers

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'73 1/2 XL 250 Honda, ridden very little. Bassani, megaphone, CR450 carb., 3.50, 4.50, Uni filter, quick throttle. All stock equipment on bike. Getting "Cafe" bike. Trade? \$725.00. (213) 888-8620. (19)

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"72" 100 MX. Top end, Pettys, plastic tank, Konis, up and down pipes, mini seat, many more extras, super fast. Must sell, \$300.00. Ask for Greg (213) 390-1884. (19)

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'69 Maico, '70, 400cc motor, extra 360cc motor, Mikuni, Akronts, new clutch, extra front hub, \$495.00. Call Tim C. (213) 374-3816. (19)

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Chrome-alloy, needle bearing arms with Mid-Mount shocks. No frame modifications required on stock MX's. Adds 2" of rear wheel travel. '74 Enduros MX 250/360/500, \$85.00. YZ 250/360, \$85.00. Call or write for information on complete frame kits for all MX Yamahas. MAYNARD/PROFAB, 13666 Harbor Boulevard, Garden Grove, California. (714) 530-7340. (13/TFN)

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Fast, reliable stock engine — school expenses force sale. Must sell now, \$625.00 or best offer. Leave message (213) 545-1837 or (213) 645-2256. (19)

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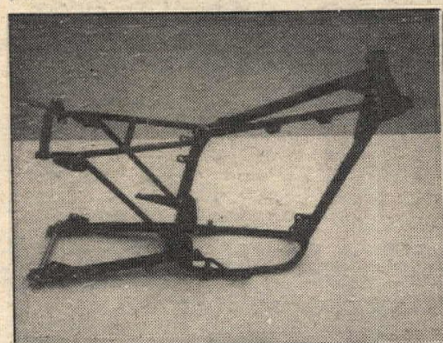
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Mint condition, fantastic enduro and trail machine. Fast and reliable. See it, you will like it. (213) 375-2356. (19)

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Great condition, plastic YZ tank, Flanders bars, Girlings, magnum levers, Mikuni, DID's, Cheng Shin 450x18, Doherty, trick silencer, \$675.00. (714) 838-0193. (19)

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Like new, 5" Curnutts, \$1050.00. (714) 646-7528. (19)

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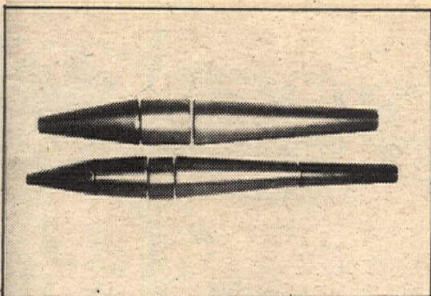
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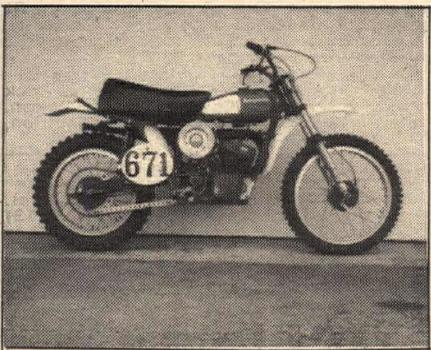
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Fairly new Brian, prefer aluminum. Ask for Wayne or Brian (714) 544-0575. (19)

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30mm Mikuni, rearsets, optional cafe fairing. (213) 469-2848 Mark. \$399.00. (19)

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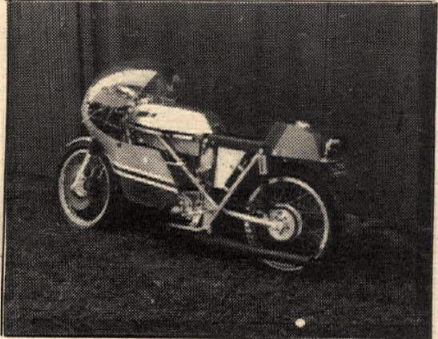
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